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CYCLE NEWS®

WEST

Volume XVI : Number 40 : October 17, 1979

75¢

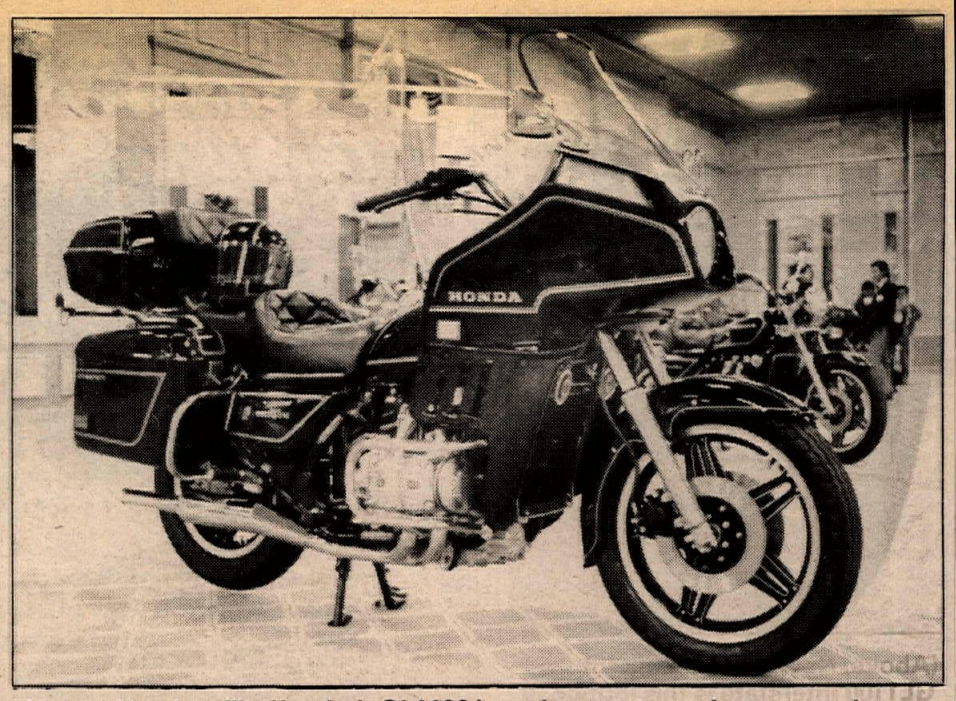
What's hot from Honda?

(see pages 14-17)

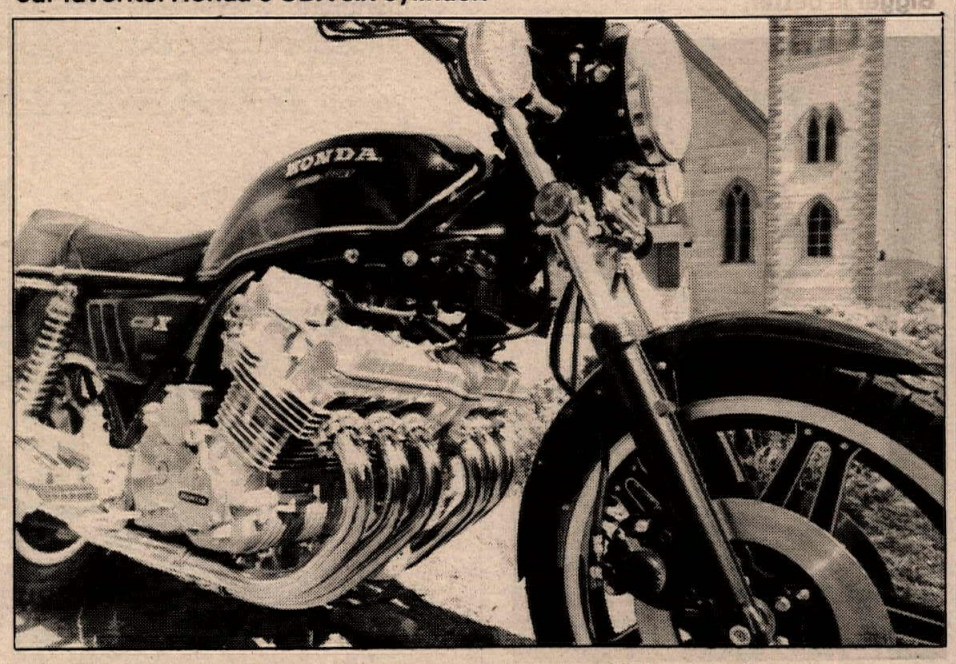
Plus:
NMRA World Finals,
U.S. National Speedway
and Trans-USA coverage!

NEWSPAPER

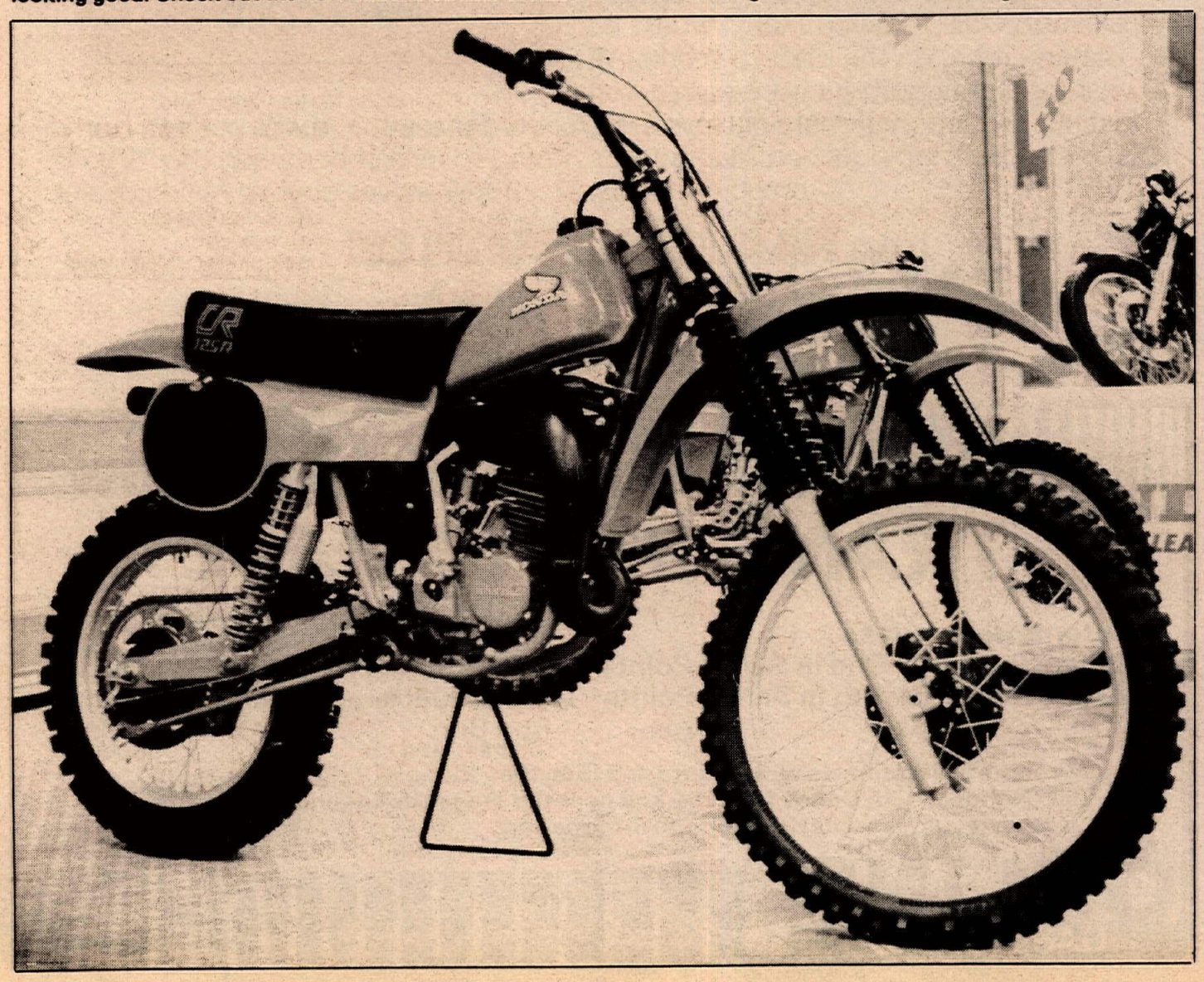
Spotlight 1980: Honda

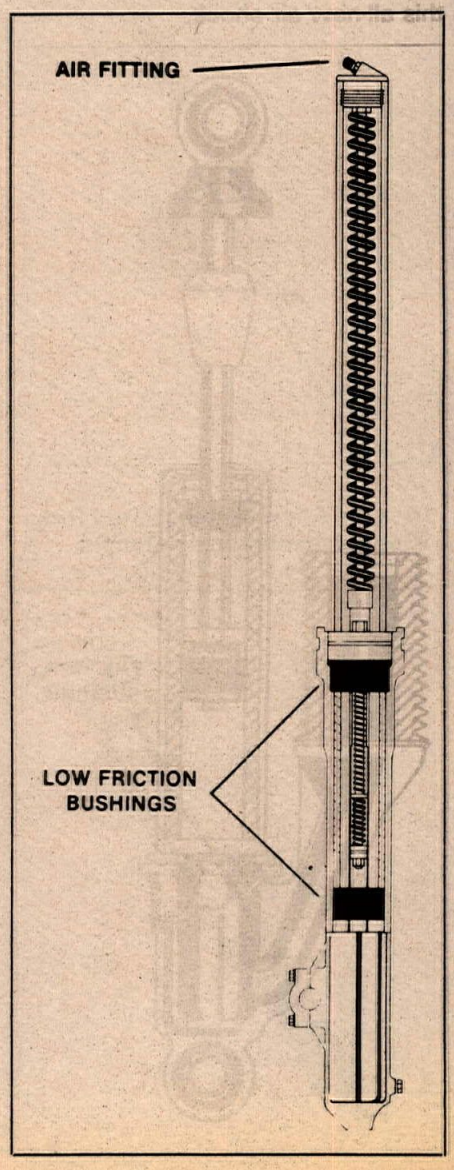


(Above) Honda will offer their GL1100 in an Interstate package, complete with wind tunnel designed fairing, trick saddlebags and trunk. (Below) Here's our favorite: Honda's CBX six-cylinder.

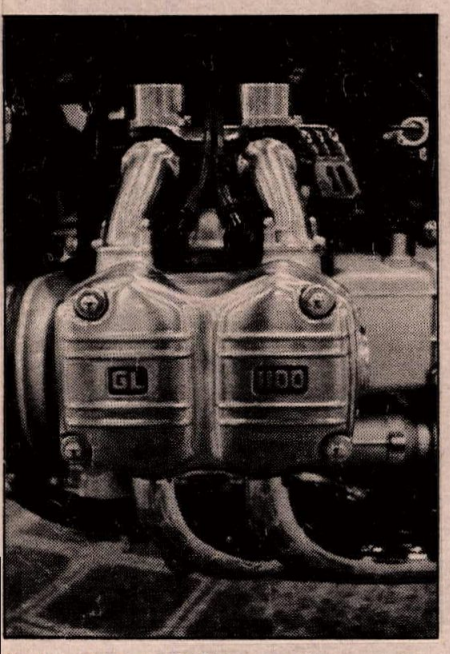


(Above left) Honda's stately GL1100 rests before Virginia City's stately old schoolhouse. (Below left) The new CRs — in 80, 125 and 250cc versions — are looking good. Check out the new shocks on this CR125R and the fork diagram with double bushings on the right.

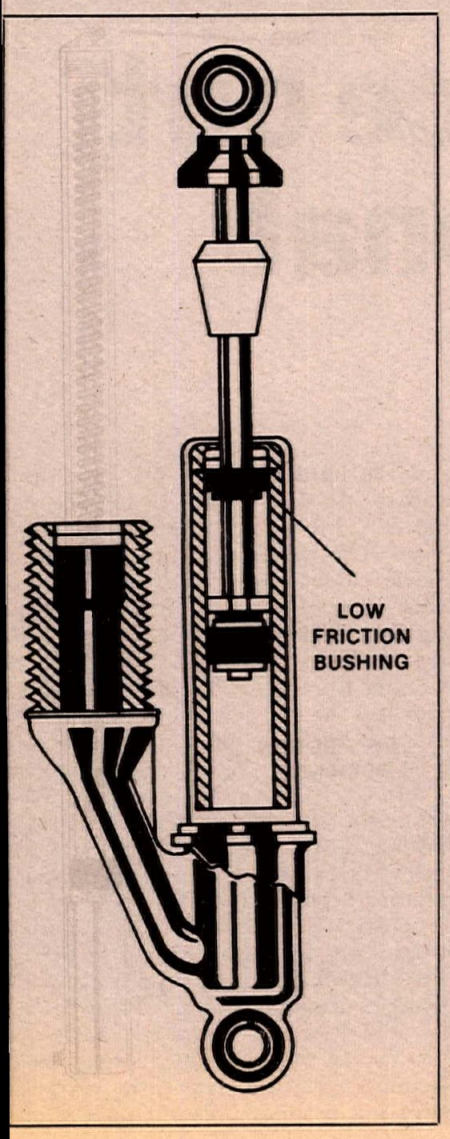




(Above) New and exciting for the GL1100 Interstate is this (optional) AM/FM radio with digital readout and pushbutton controls. (Below) Bigger is better.



(Below) One of the most important improvements to the CR models is this all-new air shock.



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Suzuki	GS750	GS1000
Yamaha	XS650	XS750 XS11
Harley Davidson	Sportster 58-78, Sportster '79	

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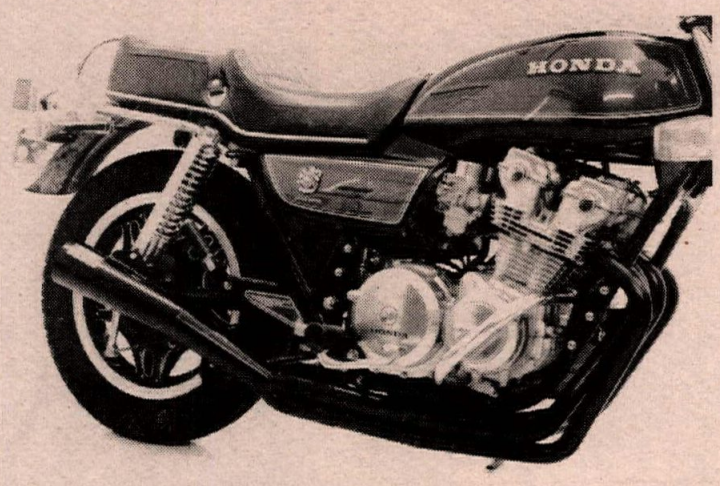
6500	44.36	47.77
7000	46.52	52.22
7500	53.01	55.55
8000	56.26	57.77
8500	57.34	59.99
9000	58.42	62.21
9500	58.42	62.21
	102 main jet	115 main jet



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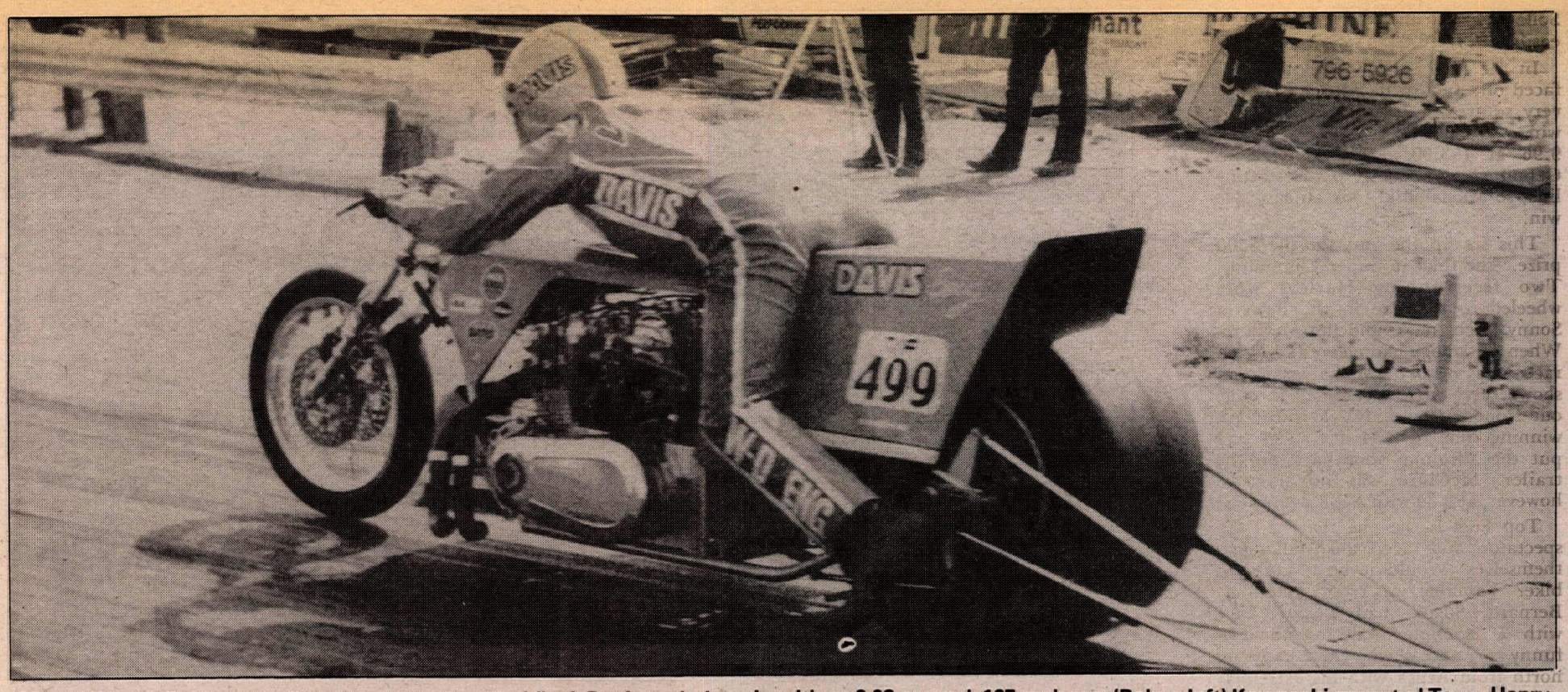
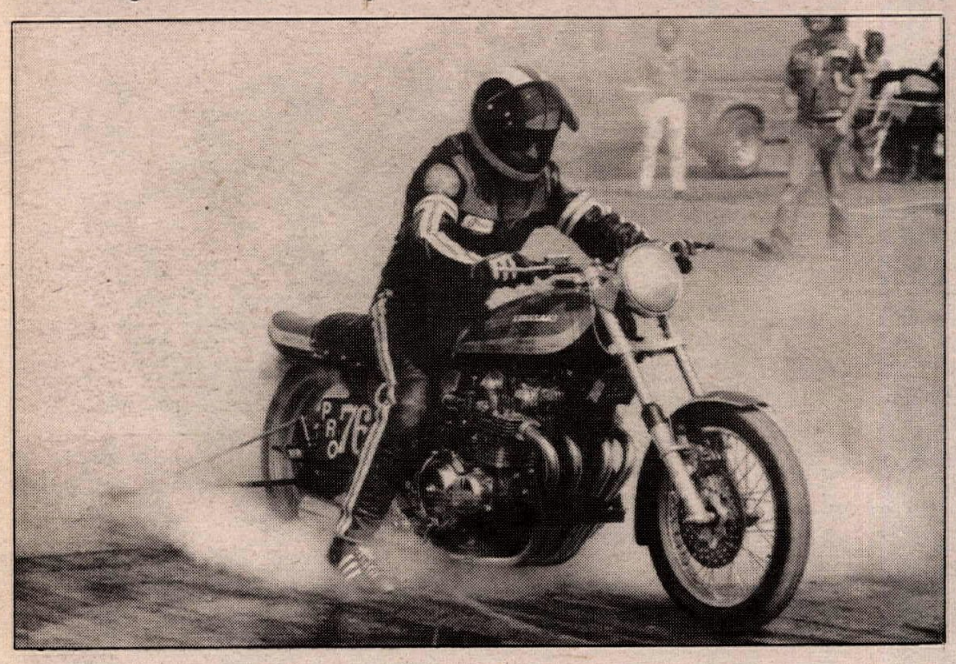
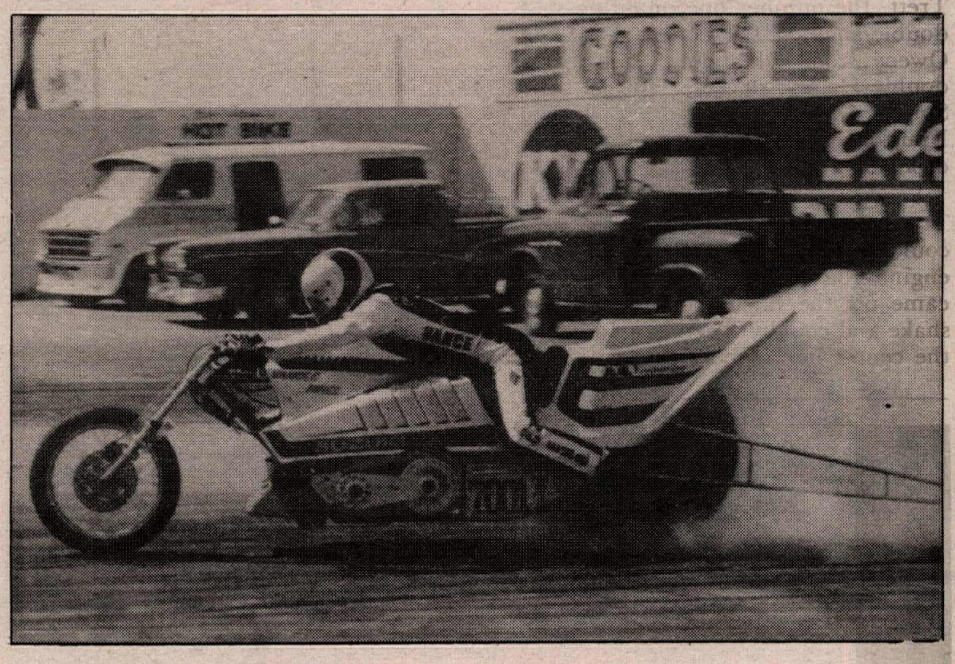


(Above) Wayne Davis gets off the line in the Top Fuel final. Davis took the win with an 8.02-second, 165 mph run. (Below left) Kawasaki-mounted Terry Henry, here doing a burnout, took top honors in Pro Stock. (Below right) Terry Vance lights up his Suzuki Top Fueler. Mechanical woes stopped his effort.





Michalouski and Davis ace out star studded MMA National Drags lineup

By Ron Martin

FREMONT, CA, SEPT. 22-23

The Modified Motorcycle Association, assisted by the International Drag Bike Association and the very capable crew at Fremont Raceway, put on one of the best drag bike programs of the year. Everything went well from start to finish for the two day event. Saturday opened up the show with a day of qualifying for the Pro categories, and time trials and trophy races for the sportsmen. IDBA sanctioned the event and handled vertification of all records broken. Racing talent was abundant during the weekend, and some of Saturday's top qualifiers included Elmer Trett from Oxford, OH, on a top fuel Harley, coming in at 7.89 with 180.36. Jim Bernard also ran top fuel on a factory sponsored Yamaha. Jim, hailing from La Mirada, CA, qualified with an 8.06 at 173.41.

Super Eliminator placing after Saturday had Wayne Holden from Shingle Springs, CA on top with an 8.45 at 163.93. Breathing down the rear wheel of Holden's Kawasaki was Sonny Michalouski's Harley out of Syracuse, NY at 8.49 and 161.29.

Pro Comp was controlled by PeeWee Gleason out of Sandy Kosman's shop on a turbo Kawasaki with an 8.49 at 160.14.

Pro Stock had a very familiar figure at the top. Terry Henry piloted his Kawasaki to 9.50 at 138.88 to round out the day's top qualifiers in the Pro ranks.

Sunday morning came bright and early and most all the racers were ready. Pro Comp semi quickly became a final when Gleason couldn't answer the call for a solo pass, due to a broken motor. This left Bob Burdick from Fremont on a Kawasaki and Randy Gyes out of Vancouver, WA on a Harley to do battle. It was local boy Burdick all the way as Gyes missed a shift and had to shut it down. Burdick's time was a 9.58 with 138.24.

Pro Stock had Henry drawing a bye run. He made a gentle pass at 10.27 and settled back to watch the war between two other Kawasaki riders. Cedric Johnson of Inglewood, CA lined up with Larry Cook all the way from Milwaukee, OR. When the tree went to green, Cook jumped out first and the hard charging Z-1 kept the lead to win 9.35 at 136.15 to 9.74 at 133.72. This brought Henry and Cook together for the final. Once again two Kawie riders staged and once again Cook jumped out first. But this time the Z-1 of Henry overtook the game but slower machine, 9.54 to 9.49.

Super Eliminator had an eight bike field and the first two out were Holden and Jim McClure on a Harley from Williamsburg, VA. The heavily favored Holden's Kaw developed apparent clutch problems halfway down and McClure took the upset win with a 9.27 at 147.29. Michalouski pumped his hog out in front of Bonnie Truett's to win 8.87 to 9.72. Keith Ruxton out of Fresno, trying to pilot Clyde Rawling's Harley fueler, broke before eliminations, so Randy Snyder's Turbo Z-1 was an automatic winner. First round was completed when Dee Gennung on the Hayward Harley entry put a super holeshot on Rollie

Sollander's alcohol Laverda to win easily 9.72 to 10.06.

In the semi, Snyder and McClure faced off, and Snyder got off the line very squirrely, so McClure took the win at 9.27 with 138.24 to Snyder's 9.96 at 153.00. For some reason, Gennung never came to the starting line, so Michalouski took an easy solo win.

This set up the run for the $500 prize. The final in Super Eliminator. Two free-running Harleys were wheeled to the line in the form of Sonny Michalouski and Jim McClure. When the smoke had cleared, and the race was history, Michalouski had shown them why he came all the way out from Syracuse, NY to race. His winning time of 8.94 at 153.84 had put the Virginia rider back on the trailer. McClure was no slo-poke however, at 9.34 with a 138.24.

Top Fuel is the one that had the spectators and racers alike talking to themselves. Would it be a Japanese bike? Yamaha was represented by Bernard, Suzuki had Terry Vance with a machine that resembled a funny car, and Wayne Davis came up north from Azusa with his extremely quick Kawasaki. The Harley crowd had a gaggle of choices including Trett, the number one qualifier on a double-engined sportster; or Marion Owens from Oklahoma, also on a double Harley; or Pete Hill up from South Carolina astride a blown Knucklehead. You talk about a lineup of superstars.....

First round action had a diaster as Trett, who had drawn a bye run, couldn't make the call to the line with engine trouble. One hog down. Owens came off the line with a lot of tire shake and couldn't keep from crossing the center line in his race with Steve Morale from Denton, TX. One more hog down. Morale's Harley copped the win with an 8.09 at 165.44. Another hog bit the dust when Bernard's Yammie put it to Hill 8.37 to 9.02. Hill went up in smoke and just couldn't catch the rice-burner. Wayne Davis cleaned up when Jerry Cox's Harley bogged at the line and the Kawie won easily 8.21 with 176.84 to 13.23 at 90.63. Cox had come out from Albuquerque to race in this one. Still another Milwaukee bike out of the program. Suzuki was eliminated when Vance had motor problems and couldn't come to the line.

The semi suddenly became a final when Bernard's Yamaha broke during fire-up as he was scheduled for a bye run and a sure second place. One rice-burner out. This left Davis and Morale toe to toe for the $1000 pot. Harley vs. Kawasaki...California vs. Texas... what a finale. The tree went to green and Davis' Kawie put a fantastic holeshot on the hog. Even though Davis had trouble keeping his beast from drifting off the strip, Morale just couldn't catch him. Davis took it 8.02 at 165.00 to 8.34 at 174.41.

This was MMA's first National race and it seemed to come off better than some of the events run by professionals all year long. They will have one final drag race for the year in Sacramento on October 21. This will be a bracket race for trophies. Probably your last chance to race the old scoot till the winter's over. ●

Results

MODIFIED ELIMINATOR: 1. Mike Holmes (Kaw); 2. Elvin Goveia (Kaw).

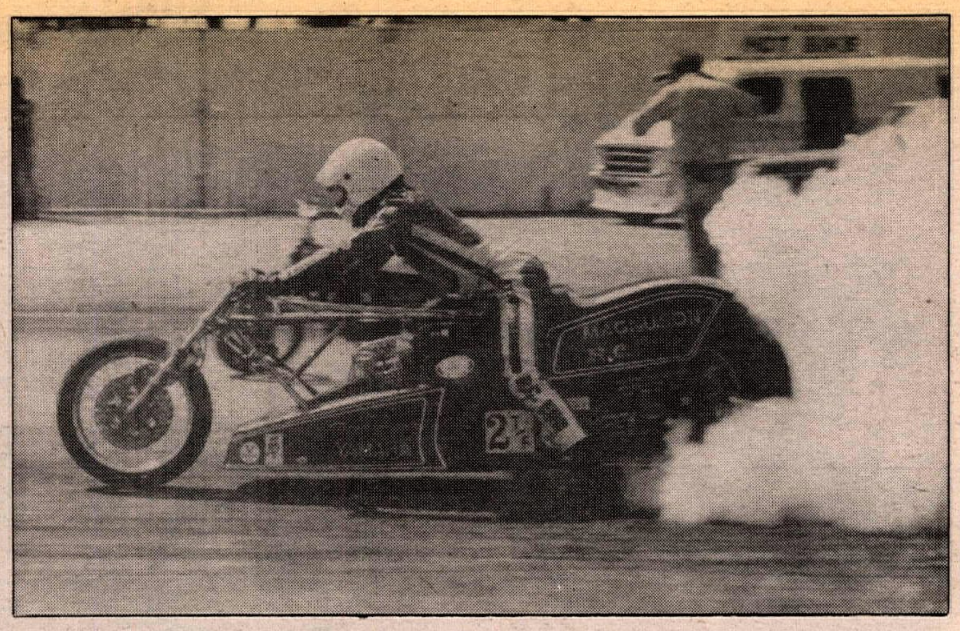
STOCK ELIMINATOR: 1. Rick Horn; 2. Art Adams.

BRACKET #1: 1. Pete Graselli (Kaw); 2. Gary Fee (Kaw).

BRACKET #2: 1. Chuck Meininger (Kaw); 2. Steve Bracatto (Kaw).

BRACKET #3: 1. Gary Ogletree (Hon); 2. Ray Arena (Tri).

BRACKET #4: 1. Tom Wilburn (Kaw); 2. Mike McClure (H-D).



(Above) Jim Bernard warms up the tire on his Top Fuel Yamaha. Mechanical troubles ended his day. (Below) Dee Gennung took a first round win in Super Eliminator, but failed to show in the second round.

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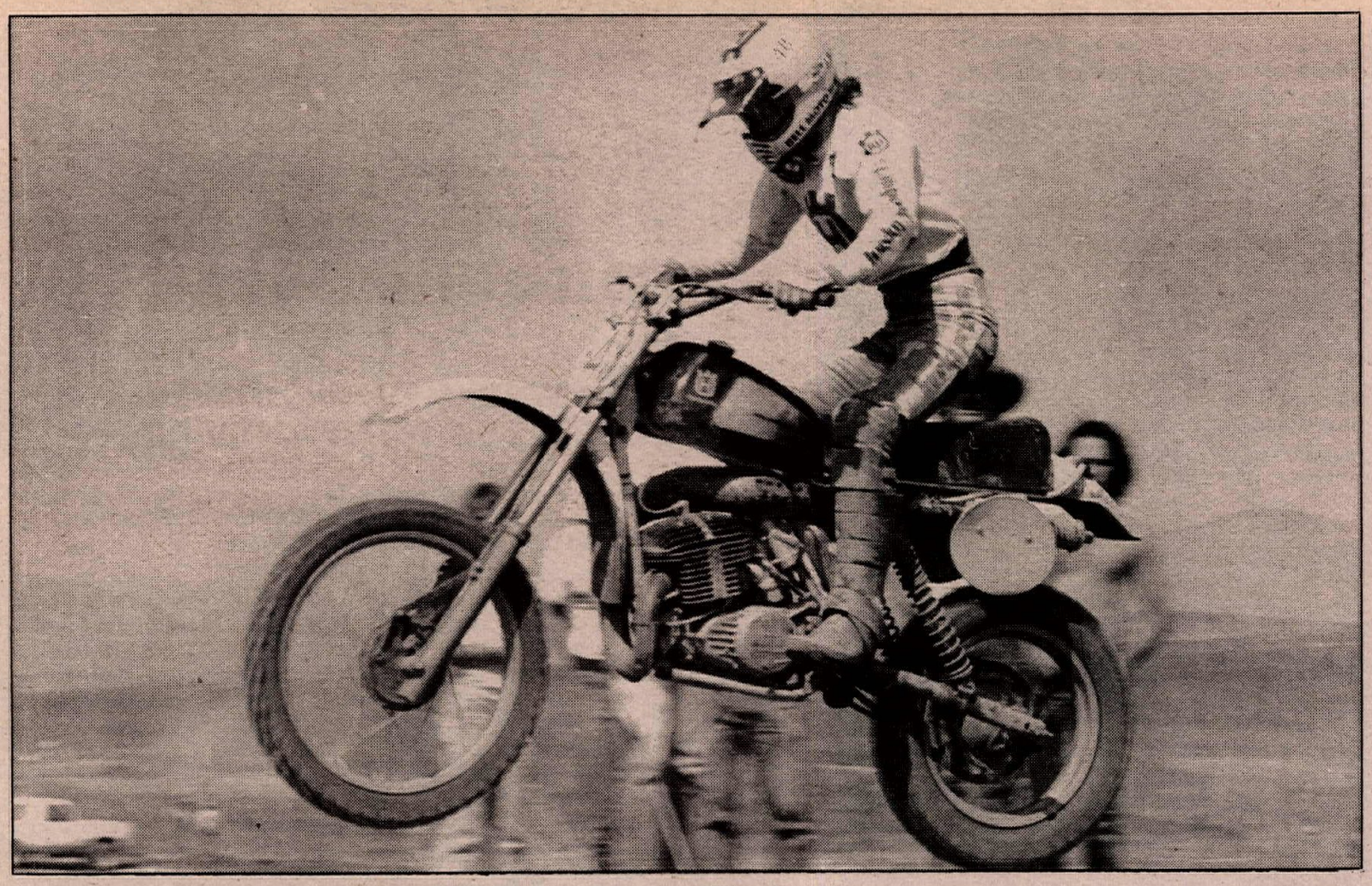


Since returning from Europe, Larry Roeseler has won twice. (File photo)

Roeseler takes two in the desert

By Joyce May

RED MOUNTAIN, CA, SEPT. 16 & 23

After a triumphant showing in Europe at the Six Days Trial, Larry Roeseler returned to his original "training grounds" to test his skills once again at the art of desert racing, and came away with overall wins two weeks in a row: the first one at the Shamrocks and the other the following week at the 100's race.

The Shamrocks held their hare and hound race in Fremont Valley with an official entry of only 163. Their course was 68 miles of typical Shamrock trails leading in and out, back and forth, through, over and around the Rand Mountains.

It was Bruce Ogilvie aboard his 400 Yamaha who led the way through first check with Ridgecrest's claim to fame, Kem Park aboard a 250 Husky close behind. Bruce Jones pulled in next followed closely by Husky star L. Roeseler, who was trying to get back into the swing of things: "Must think *fast*, instead of *steady*," he kept reminding himself as he worked his way through the mob.

Max Eddy, just back from his honeymoon, was close to Roeseler, and pushing hard while six-foot-tall super Trailbiker, Cliff Thomas was breathing down Max's neck. (Note: Cliff started out this year as a "little" guy on that Trailbike, but now he's the "big" guy on that Trailbike.)

Scott Pfeiffer, East/West's super fast man, came through the check in the seventh overall slot. First Vet, "QuickDraw" Lynn McGraw came flying by next.

That "dainty" little tough gal, Kelly Kline, was running 15th overall.

First "C" bike, piloted by Mojave's CRC ace Tom Kelly, was two bikes in front of Kline.

Number 090x was the first Senior to get his tank marked, with Bob Doig only five places behind him.

First Novice into the check was "C" biker Jim Mattox followed by Heavyweight Chuck Korhonen and 250 rider Dave Main. Ron Guthrie was the first Veteran.

"Little Mite" Bobby Charters held a slim lead over Dave Morrison as they battled the big bike traffic for position.

Off the first loop and across the finish, the Beginners and Novice Trails took the finish as follows: Overall win went to Jim Mattox one more time on his 125 Yamaha, followed by "C" pie plater Steve Johnston.

Jim Morrison took the 250cc Beginner 250 honors at third overall. First Heavyweight Beginner spot was filled by Steve Knapp, also Yamaha-mounted. Novice Bobby Charters was the first in his family to take a Shamrock first in this race, earning the Trail honors, while Dave Morrison took the Trail class second with Jim Morrison earning the Beginner Trail win.

This was not to be Ogilvie's day, however, as he broke and didn't make it onto the second loop.

Meanwhile Roeseler had started thinking "desert" again and had moved into the lead. Park was still in the second spot while Eddy had moved into third with Jones dropping back to fourth.

Pfeiffer had bettered his position by flying into the fifth slot while super Trail, Thomas, held onto his sixth overall spot.

"Yamaha-Charlie" Hamill had taken over the first "C" position, but John Foster was not going to give any slack as he pushed Hamill hard.

True to form, Charters had left the other Seniors far back in his dust as he moved up to the 17th slot from 29th on the first loop.

Kline had dropped out and so had Trudy Beck, so Lynette Zuber slid into the "first lady" position with Kathy Hopkins not far behind.

Off the second loop it was Roeseler with a tremendous lead followed by Anaheim Husky's Max Eddy who had now moved up into the second overall spot. Park had dropped into the third slot but still was first 250cc Expert.

B. Jones (Hwt), S. Pfeiffer (250), and Winchell (Hwt) took the checkered in the same positions they had ridden the whole second loop in, but Thomas, Dick Allen Yamaha's ace, had tired as he moved over the big-bike terrain and had dropped to ninth overall, still 26 positions ahead of the next trail bike.

The battle for first "C" Expert was a very real conflict as Hamill and Foster were almost "kicking close" most of the way. Hamill, coming back from some much less inspiring races, retained the lead for first in class, but Foster took the checkered right behind him. Tom Kelly, who had gotten lost as well as having bike problems, never gave up, however, as he finished right behind Foster, making it a trio of "C"s.

McGraw, in the 13th overall spot earned first Veteran honors.

First Amateur pilot, Rob Poznoff, came in 17th overall with Veteran Jan Morrison taking second Amateur, first in class. Chris Harris (250) earned the third Amateur spot with Bill Postel ("C") taking fourth, first in class.

Jack Froelich, coming back to the desert as a virtual "unknown" to many of the newer riders, earned the top Senior Expert honors.

Young Tom Elias finished well ahead of his "Senior" dad (Lee) and earned the second "C" Amateur spot with Luck Merritt, well-known in the early '70's for his "hairy" helmet (which he is *still* wearing) and determined way of riding, was back on the scene to take the third Amateur "C" spot right behind Tom.

First gal was Kathy Hopkins on her trusty Yamaha IT.

Chuck Stearns (250), in the 34th overall slot, earned the first Novice spot again. Where this total "unknown" came from this writer does not know, but where he's going is obvious — to the top, and fast. His goal was to make it to Expert before the end of the year, but with races being cancelled left and right, he won't be able to make it. But there's no doubt he'll be a threat to the Amateurs and Experts next year.

In the 50th overall spot was the second Novice, David Main, on a 250 also, followed in the 53rd slot by Novice Grant Colbert (250).

Ed Whisenant was first Novice Heavyweight, while Ron Guthrie earned the first Novice Veteran spot. John Bauman took Novice "C" honors, while first Novice Senior laurels were heaped on Virgil French.

There were 121 finishers in the event.

On the following week at Charlie's Place off Trona Road, the 100's M.C. held their hare and hound.

Roeseler was out again to take on the desert. As he pre-rode the bomb Saturday, he was confronted with another rider coming straight at him. Larry chose a bush instead of a head-on crash and went "tail-over teakettle," bruising his "unbruised" knee and pulling muscles in his back, so he wasn't feeling too chipper on the start line.

The banner was dropped and the thundering herd was off. Ogilvie moved into the lead and started stretching it as he knew his old adversary was not far behind him. By second check, however, he had developed a rear flat, slowing him down considerably. His five minute lead soon dwindled down to nothing as Roeseler once again worked his way up through the pack and moved in on Ogilvie.

They came into fourth check side-by-side with Ogilvie pulling out first. But it didn't take Roeseler long to take the lead away from Ogilvie.

From there on it was strictly Larry's race, finishing eight minutes before second place rider, Cory Timms.

Anaheim Husky's Mark Zoller (250) was third overall, while Ogilvie had pulled up into fourth again after having a comedy of errors in the pits as he changed his flat tire before heading out onto the second loop.

Kem Park earned second 250cc, fifth overall. John Foster had left Charlie Hamill in the dust with a rear flat early on the first loop, and earned first "C" honors without too much hassle.

First Amateur honors went to Chris Harris (250), 11th overall, followed once again by hot Trial rider, Cliff Thomas.

Gary Charters added another first to his long list as he took first Senior again. First Veteran honors went to Rich Jackson (250), otherwise known as the "Laramie Kid."

Tim Fagg (250) earned the second Amateur spot followed closely by Amateur Darin Cartwright (first "C"), Bill Carr (first Amateur Veteran), Craig Wolfson (first Amateur Heavyweight), and Bill Mattox (first Amateur Trail).

Trudy Beck earned the first lady honors followed by Kelly Kline and Kathy Hopkins.

Top Novice honors went to Chuck Stearns, one more time (in the 64th overall spot), while Tim Burley earned second 250cc. Lou Orteli was first Novice Vet.

It was Rich Rose taking the first Novice Heavyweight spot while Jim Mattox finished in the top of the Novice "C" class once more.

The Beginners were led by Steven Knapp (Hwt) and pie-plater Dave Sweeney (Hwt). Duane Summers earned the Novice Trail honors while Dan Williams finished first 250cc.

Top "C" Novice was Darrell Palmer while Laura Hubbard was the only Beginner in the Women's Division to take the checkered. ●

Fast Facts

Kookie III

Desert Racer

Full name/nickname: **Kookie III/Little Koo.**

Date/place of birth: **Oct. 19, 1976/ South Gate, CA.**

Height/weight: **18"/27 lbs.**

Girlfriend or wife's name: **Anything on four legs.**

Current residence: **South Gate, CA.**

Occupation: **Desert racer and consultant.**

Hobbies/relaxation: **Chase rabbits, dig holes, bark at cats.**

Van/car: **Winnebago**

Favorite food: **Raw beef heart, bacon, chicken.**

First interest in bikes: **When I was eight months old.**

First bike: **Can-Am 175 Qualifier.**

First race: **100's M.C. hare scrambles.**

Outcome of that race: **I was first and John came in second.**

Most recent win: **Every race. I'm always first dog.**

Sizes/makes of current race bikes: **Can-Am 250 Qualifier, Honda SL70.**

Sponsors: **Can-Am, Duralube, John McCown.**

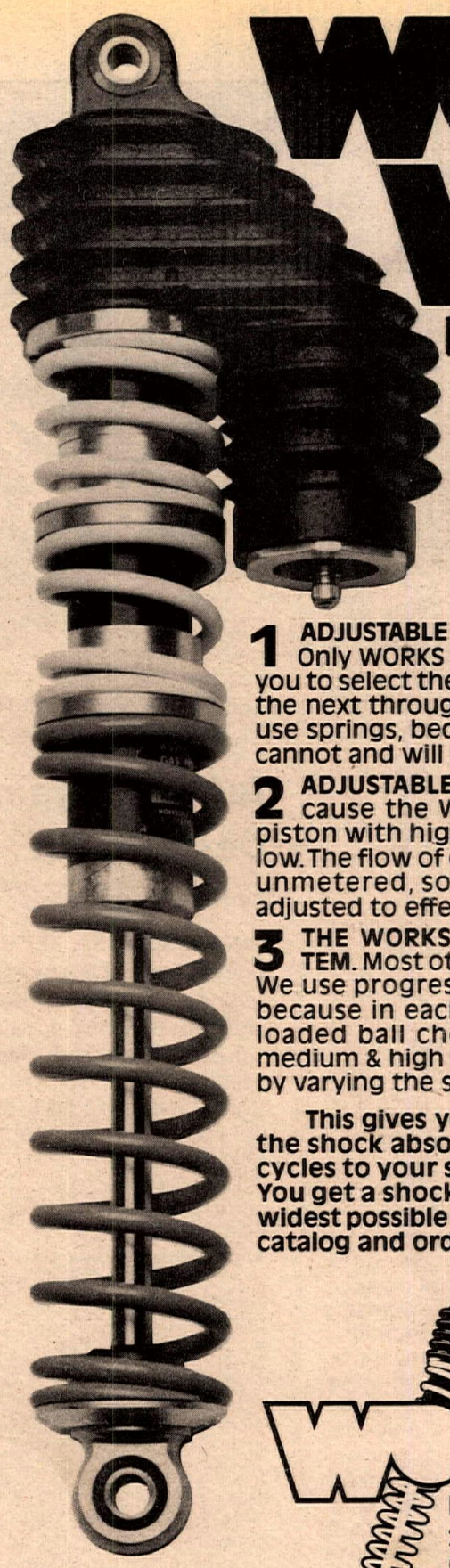
Tuners: **John McCown, Wheelsmith Motorcycles.**

Biggest gripe about racing: **Not enough pit puppies.**

Most respected rivals: **Benji and Lassie.**

Future racing ambitions: **To continue in my daddy's paw prints.**

Reason for racing: **Family tradition. At the age of three, I've already raced 50 races. I hope to break my daddy's record of 400 before I retire.**



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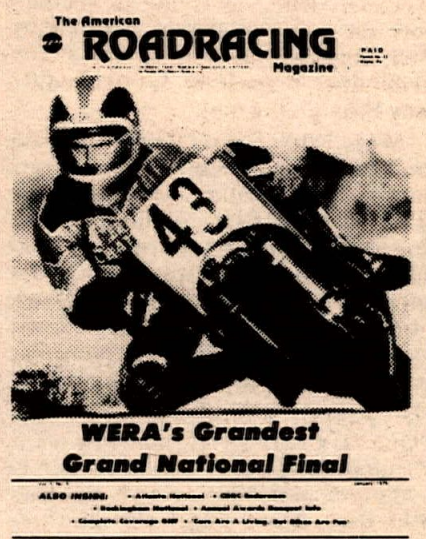

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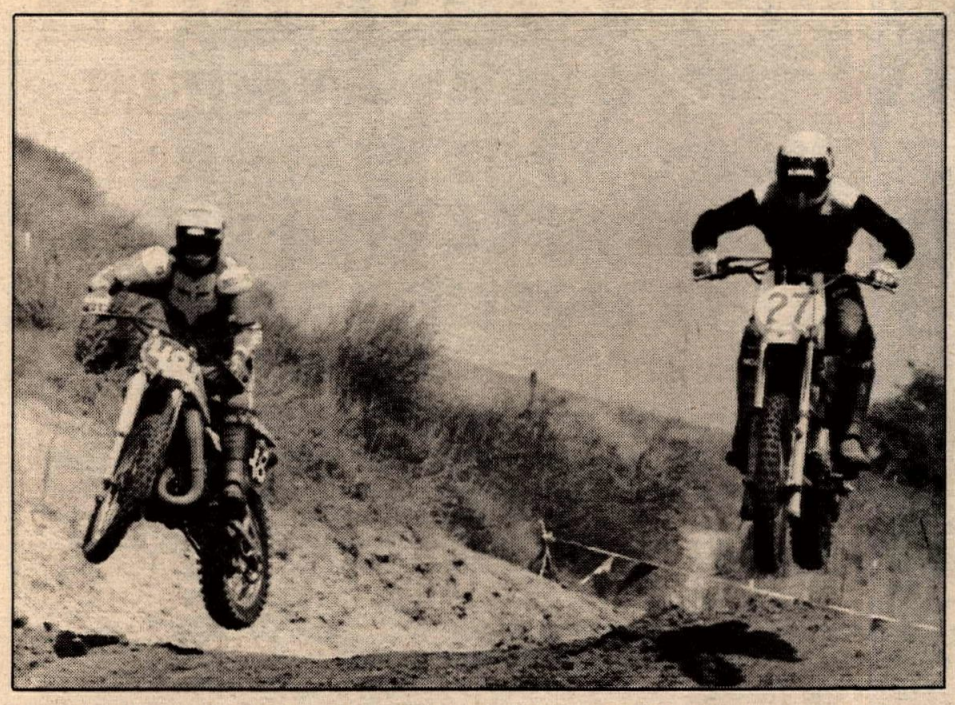

Pete Wanket and Jeff Jennings (27) battle in the CMC Saddleback 500cc Pros.

David Gerig gets stylish at Saddleback.

Gomez, Jennings, Wanket victorious at CMC Saddleback MX

By Mike Klinger

ORANGE, CA, SEPT. 30

With the year winding down quickly, the precious number one plate points are coming very hard. Tony Gomez (Suz), Jeff Jennings (Hon) and Pete Wanket (Yam) added to their point totals by winning their respective classes at the Continental Moto-sports Club's Saddleback MX.

CMC's current number one plate holder in the 125cc class, Tony Gomez, pulled off a 1-1 tally in the 125cc Pros. Andy Northrup (SoP) grabbed the holeshot in moto one and led for a couple of laps until Gomez tracked his way into the lead. Following Northrup was Tim Theodore (Suz) and Andy Orescanin (Suz). Gomez was never challenged for the win, Northrup secured second and Theodore was third.

In moto two the story was the same. Gomez worked his way into the lead after Rick Atkins (Suz) led for three laps. Theodore and Northrup again diced it out with Northrup taking the flag after racing the remaining three laps without a shift lever. The overall obviously went to Gomez, second to Northrup then Theodore.

Jeff Jennings, after taking a couple of weeks off, came out to ride two Kelvin Franks-prepared Hondas. In the 250cc Pros, Jennings grabbed an early lead with Juan Benivedez (C-A) in hot pursuit. Behind the top two were Jim Domann (Yam) and Bert Wald (Mai). On lap two, Benivedez went down and Domann gained second position and was never threatened. Up Tite's Allen Smith (Hus) was having troubles in the middle of the pack but he slowly picked off riders one by one to eventually nail down third place. The moto totals were Jennings, Domann, Smith and Clint Hardick (Hon).

In moto two, Jennings and Benivedez struggled into the first turn. Jennings put the Franks "Roo" into the lead and never looked back. Domann was right up front along with Smith. The moto ended with the top three positions going to the same riders as in moto one. Jennings received the overall, Domann was second and then Smith and Wald.

The Open Pro race was quite a contest. Pete Wanket (Yam) and Jennings (Hon) were no farther apart than one bikelength for the entire first moto. Jennings put the Franks four-stroker into the lead after Wanket had led for three laps. David Gerig (Suz) was a solid third and Lee Ramage (Mai) was fourth.

Moto two was the decider. Wanket had to place higher than Jennings for the overall. Jennings got off to a runaway lead but fell lame to shifter problems. Maico-mounted Bill Jewell was then eyeing Wanket for first place, with Chuck Pettigrew (Mai) running third. After all the points were tallied, Wanket went 2-1 for first overall, Jewell (5-2) was second and Jennings (1-6) was third.

Results

MINI JR: 1. N. Acevedo (Suz); 2. K. Dietz (Yam); 3. K. Barda (Yam).
125cc JR: 1. J. McDougal (Hon); 2. C. Freeman (Hon); 3. M. Lair (Suz).
250cc JR: 1. K. Erb (Yam); 2. J. Green (Hon); 3. R. Guthridge (Suz).
500cc JR: 1. T. Cummings (Mai); 2. R. Guard (Hus); 3. R. Brauer (Mai).
125cc INT: 1. R. Yetto (Suz); 2. R. Nolin (Yam); 3. S. Brown (Sos).
250cc INT: 1. B. Gilleran (Yam); 2. J. Lysdale (Hon); 3. D. Pettigrew (Mai).
500cc INT: 1. T. Thomas (Yam); 2. F. Tidwell (Mai); 3. K. Petrangelo (CCM).
125cc PRO: 1. T. Gomez (Suz); 2. A. Northrup (SoP); 3. T. Theodore (Suz).
250cc PRO: 1. J. Jennings (Roo); 2. J. Domann (Yam); 3. A. Smith (Hus).
500cc PRO: 1. P. Wanket (Yam); 2. B. Jewell (MM); 3. J. Jennings (Roo).

Matt Tedder leads Paul Thede (23) and Andy Jefferson at DeAnza.

Jefferson jams at DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, SEPT. 30

The crowd at DeAnza Cycle Park picked up somewhat last Sunday, undoubtedly owing to the cooler temperatures and better track conditions. The course was almost dustless and stayed fairly moist all day and everyone had a good time racing and enjoying the weather.

This week the 250cc Pro class was again the biggest group of riders. Victorville Suzuki's Yamaha-mounted Andy Jefferson took top honors there after a long close battle with Suzuki of Pomona riders Paul Thede and Matt Tedder as well as Crown Cycle's Greg Zitterkopf (Mai). Tedder got the jump in round one but it was Zitterkopf on top after one lap. Thede was a very close third while Jefferson was battling with Darryl Lumbattis (Mai) for fourth. Lumbattis, however, bailed off in the early part of the race and spent most of his time trying to make up ground. The battle for the lead in the meantime had turned into a three way affair with Zitterkopf, Tedder and Thede all going for it. On lap four Tedder repassed Zitterkopf and then Thede did the same and it became a race between the two riders from Pomona. It was exactly halfway through the race that Thede took over and led all the way to the flag. Tedder was satisfied with second for a few laps, but he was caught by surprise on the very last lap when Jefferson passed him and took the checkered flag.

In the next round Zitterkopf grabbed the holeshot with Tedder on his tail and Jefferson in sixth. For lap after lap Zitterkopf held on to the lead in spite of Tedder's pressure, but on the ninth lap Jefferson passed them both. Thede had come up from the rear along with Jefferson and he got past Tedder one lap later, but was unable to go any farther before the flag came out. In the overall results it was Jefferson, Thede, Zitterkopf, Tedder, Keith Brajevich (Kaw) and Lumbattis (Mai).

The runaway winner in the 250cc Intermediate class was Scott Lantz (Hon). Mark Branch (Suz) pulled both holeshots but it didn't take long in either race for Lantz to get into the lead and then pull away with it. Pat Taylor (Hon) got two seconds for second overall over Branch's 4-3 and Robert Esparza's 3-4. Kelly McGuire rounded out the top five with a 6-5.

Results

PEE WEE: 1. Allan Brehm (Yam); 2. Sean Gasper (Hon); 3. Greg Moore (Yam).
MINI NOV: 1. Leonard Robertson (Suz); 2. Jimmy Palmer (Yam); 3. Jeff Schaeffer (Kaw).
100 BEG: 1. Jimmy Pearson (Suz); 2. Aurelio Siracusa (Yam).
125 BEG: 1. Russ Bryant (Yam); 2. James Blad (Hon); 3. Guy Piper (Suz).
125 NOV: 1. Mike Prothro (Suz); 2. Joey Thomas (Suz); 3. Jeff Smith (Suz).
125 INT: 1. Danny Brookhart (Suz).
125 EX: 1. Rick Stout (Suz); 2. Paul Thede (Suz); 3. Craig Gormley (Suz).
250 BEG: 1. Alan Garieue; 2. Scott Campbell (Yam); 3. Jim Brown (Kaw).
250 NOV: 1. John Yamchura (Yam); 2. Rick Anderson (Yam); 3. Ken Miller (Yam).
250 INT: 1. Scott Lantz (Hon); 2. Pat Taylor (Hon); 3. Mark Branch (Suz).
250 EX: 1. Andy Jefferson (Yam); 2. Paul Thede (Suz); 3. Greg Zitterkopf (Mai).
OPEN BEG: 1. Richard Wahlers (Yam); 2. James Loeimer (Yam).
OPEN NOV: 1. Tim Holcombe (Yam); 2. Angelo Ficarotta (Yam); 3. Ray Simmons (Suz).
OPEN INT: 1. Frank Said (Mai); 2. Scott Wilson (Yam); 3. Pete Vetrano (Suz).
OPEN EX: 1. Jim Lowe (Hon); 2. Eddie Michetti (Mai); 3. Mike Said (Mai).
BEG VETS: 1. Ray Arnold (Yam); 2. John Said (Mai); 3. Max Moore (Yam).

Corona MX: Friday night live

By Ron Lawson

CORONA, CA, SEPT. 28

Consistency proved to be Rick Stout's (Suz) most valuable asset last Friday night at Corona Raceway. Armed with his Riverside Suzuki RM125, he squeaked by to win the 125cc Pro class with a 4-3 performance in a race that saw very few of the top riders put in trouble-free rides.

In round one Jeff Hollie was the hottest rider on the track as he took his Suzuki West mount to a runaway victory. Craig Dale, now riding a Husky 125, came off the line well but crashed hard on the first lap while Stout and Andy Orescanin (Suz) also had hard times in the early part of the moto. But up front Hollie was making good time with Troy Lee (Suz) in second holding off Andy Northrup (Suz). Lee and Northrup diced back and forth for most of the race but on the last lap, Lee ran into trouble and dropped all the way back to fifth. Stout was able to come up to fourth by the end of the race while Northrup finished second ahead of Larry Roeseler, who was just back from his great ride in Europe at the ISDT.

DeAnza winner Andy Jefferson holds off Greg Zitterkopf.

Orescanin was sixth while Dale was able to manage a seventh.

In the following moto, Dale came back to take the win after letting Orescanin lead for several laps. Stout came off the line poorly but he was soon in third place behind Orescanin where he stayed the entire race while the first moto star, Hollie, diced back and forth with Northrup and Roeseler the whole way, finally finishing sixth. Roeseler wound up with a fourth in the last moto and his overall ride tied Stout's, but the final moto is the tie breaker and so the top spot went to Stout. Third overall went to Northrup who also had a combined score of seven points as did Hollie who took fourth.

The 250cc Pro race was much more straight forward with Marty Miller of Redlands Suzuki leading every lap of both motos. Jim Tarantino (Suz) was second in the early laps of moto one, but he was soon displaced by Eric MacCracken (Hus). Tarantino then dropped out of the race, giving third place to Scott Wilkinson (Hon) who finished there. While Miller was winning the next moto, Stout, who was riding both classes back to back, moved into second and stayed there ahead of Wilkinson. Stout's first moto placing of fourth gave him a second overall ahead of Wilkinson.

The 250cc Novice winner was Cam Harris who went for a third in round one behind Dennis Parton (Yam) and Kenny Clausen (Hon) but then came back to win the last round. Clausen took another second while Parton filled out the number three spot for third overall.

Results

MINI BEG: 1. Robbie Buchanan (Yam); 2. Dan Horis (Yam); 3. Harold Grigsby (Suz).

MINI NOV: 1. Jason Rinson (Kaw); 2. Scott Brown (Yam); 3. Joe Rincon (Kaw).

100 NOV: 1. Dave Frear (Suz); 2. Bob Carne (Yam); 3. Terry Knight (Kaw).

100 BEG: 1. Louis Kosseith; 2. Mike Fedorow; 3. Jerry Livesay.

125 BEG: 1. Doug Hovis (Yam); 2. Lenny Barba (Yam); 3. Scott Evertt (Suz).

125 BEG: 1. John Esposito (Yam); 2. Donnie Luce (Yam); 3. Actor Line (Yam).

125 BEG: 1. Scott Silagy (Suz); 2. Steve Sabatino (Suz); 3. Bob Bdinger (Yam).

125 NOV: 1. Doug Reyes; 2. John Grigsby (Yam); 3. Dennis Hulen (Yam).

125 NOV: 1. Steve Newton (Suz); 2. Scott Davis (Yam); 3. Randy Anderson (Suz).

125 INT: 1. Rick Jackson (Suz); 2. Richard Woiken (Suz); 3. Alan Seeley (Suz).

125 PRO: 1. Rick Stout (Suz); 2. Larry Roeseler (Hus); 3. Andy Northrup (Suz).

250 BEG: 1. Ron Rehnquist (Yam); 2. Ruben Torres (Yam); 3. Mike Jones (Yam).

250 BEG: 1. Bob Tippit (Suz); 2. Mark Mason (Kaw); 3. Ross Hoecker (Suz).

250 NOV: 1. Cam Harris (Yam); 2. Kenny Clausen (Hon); 3. Dennis Parton (Yam).

250 INT: 1. Jerry Black (Mai); 2. Ken Jones (Hon); 3. Robert Esparza (Yam).

(Continued to page 26)

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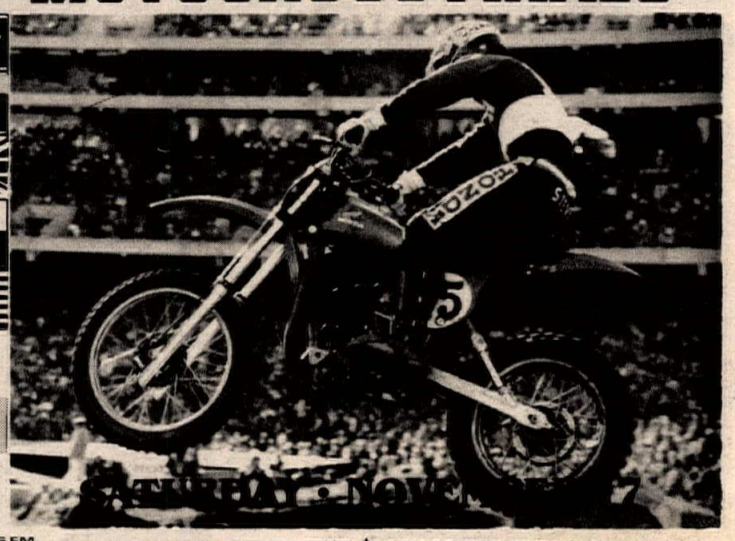

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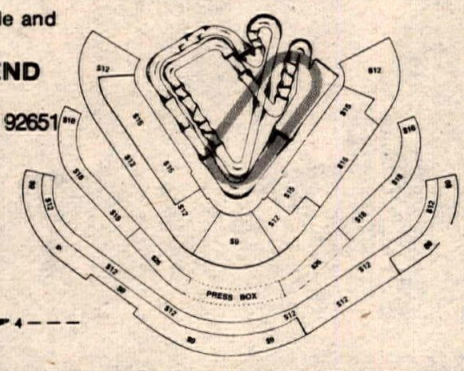

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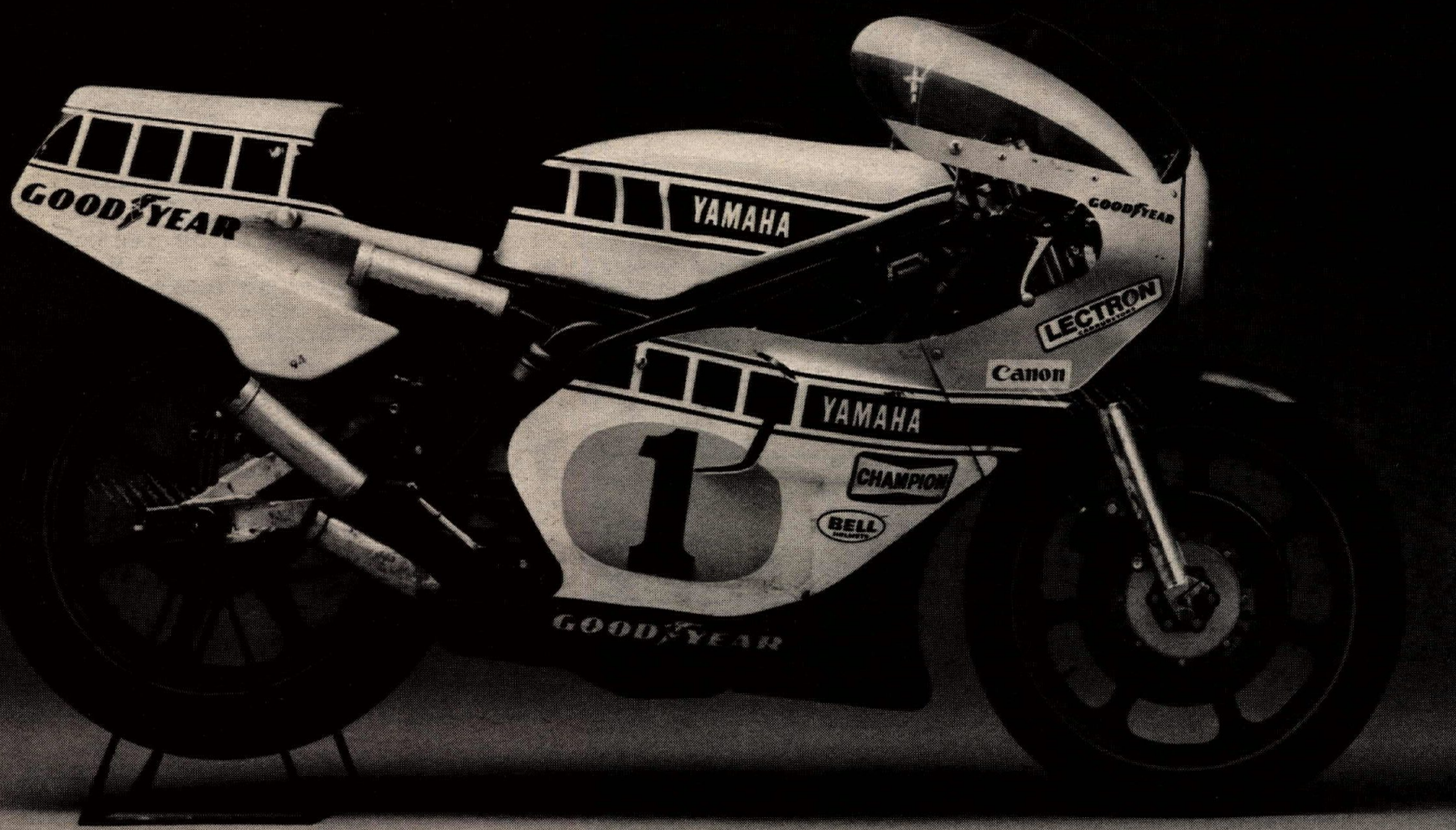

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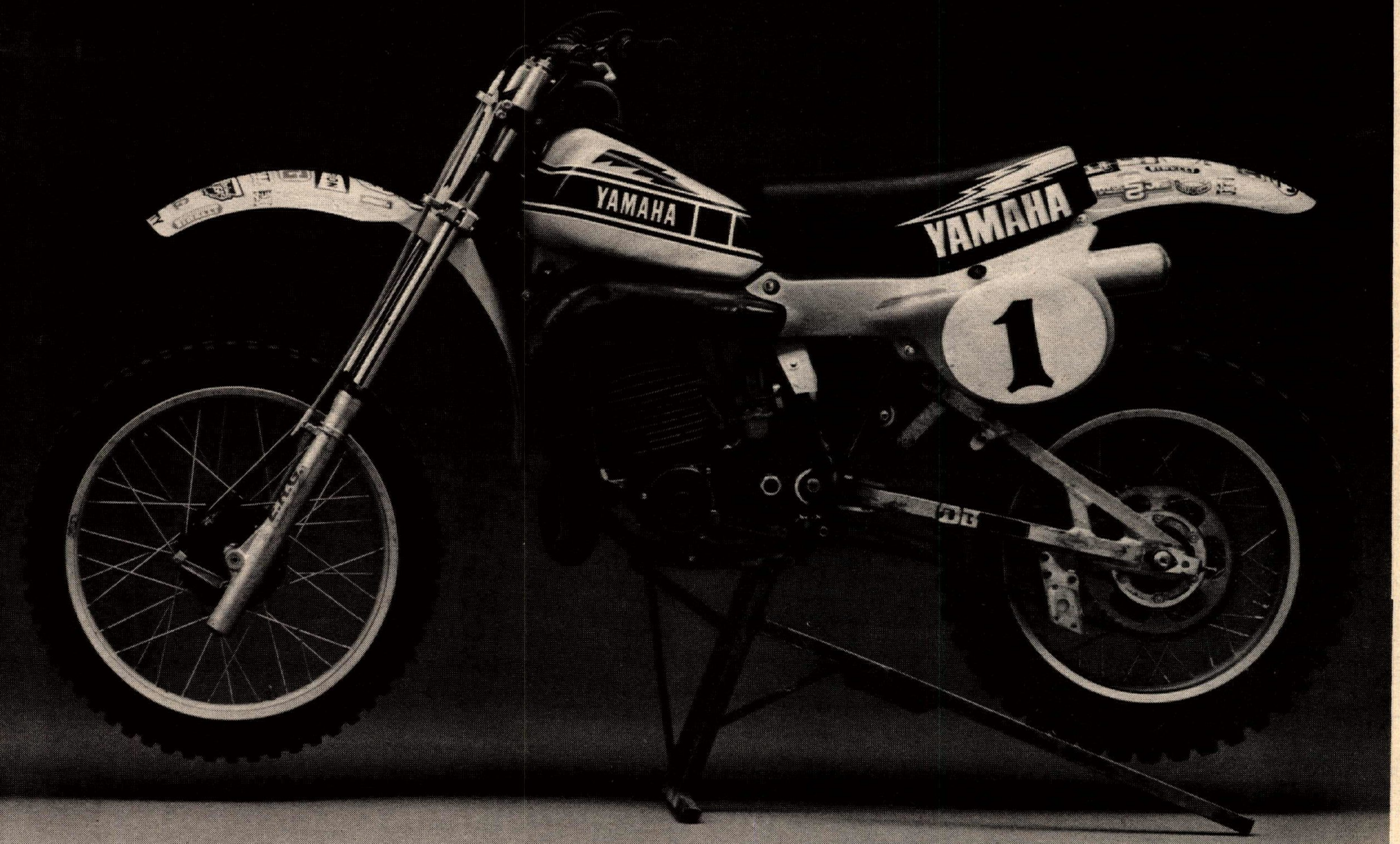

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(Above) Open Pro Dale Lewis qualified for CRC's Anaheim Stadium MX. (Below) Marty Miller topped the 250cc Pro field at Corona.

(Continued from page 23)

250 PRO: 1. Marty Miller (Suz); 2. Rick Stout (Suz); 3. Scott Wilkenson (Hon).
OPEN BEG: 1. Carl Herton (Yam); 2. Ron Rogers (Suz); 3. Clark Dahon (Yam).
OPEN NOV: 1. Mark Speck (Yam); 2. John Blakeney (Hus); 3. Rick Sparling (Suz).
OPEN INT: 1. Mike Hair (Yam); 2. Robert Casper (Yam); 3. John McCormick (Yam).
OPEN PRO: 1. Ted Hoyt (Yam); 2. James Sullivan (Suz).

CRC holds first Amateur Stadium MX qualifier

By Keith Clemons

ORANGE, CA, SEPT. 23

The first of eight local qualifying events for California Racing Club's upcoming Amateur Motocross Championship was held at Saddleback Park and by the size of the day's crowd you could tell that the Anaheim Stadium event will be a smash. Hundreds of riders showed to make a bid for a chance to race on the Coca-Cola Motocross Final's track the day after the National Pros do their thing. The Amateur event will be held Nov. 18.

Qualifying in the Open Pro class were Scott Cavness and Dale Lewis. Cavness drove his Anaheim Suzuki-sponsored machine through an unchallenged first moto for the win with Lewis pulling in second on his TNT Maico. Joe D. Price bore down to complete the race in third.

Second time around Lewis landed the early lead but Ron Palmer picked a choice line which led him to the top on the fourth lap. Cavness, meanwhile, got a slow eighth place start but definitely had designs on the win. Though it took him into the final laps of the race to make it, Cavness pulled past the checkers in the number one position to win his second race for the day and first overall. Palmer finished second but placed third overall while Lewis, who followed him home, placed second for the day.

No one could question the fact that Jim Tarantino was hot. Tarantino pulled full domination on both 250cc Pro races and earned his chance to ride the stadium. In the first heat Tarantino had to work his way around Pete Snorteland before blasting off into the cosmos on his Cole Bros. Suzuki. Snorteland held his Can-Am on target to finish number two with Jim Domann Yamahauling home third.

Lee Ramage and Pete Wanket (48) lead the 500cc Pros at CMC Carlsbad.

In the second contest no one could touch Tarantino as he led it wire to wire for the day's win. Domann danced in on Tarantino's heels for a second overall and a stadium qualification while third for the day went to Jammin' Danny Jean on his Redlands Suzuki-sponsored RM.

Craig Dale went wild for Suzuki West, taking two wire to wire wins in 125cc Pro class. Joining Dale at the Anaheim Stadium will be John Whelchel who finished with a 2-3 for second overall. Ron Blanton drove home third overall for his Escondido Honda sponors.

Results

OPEN PRO: 1. Scott Cavness (Suz); 2. Dale Lewis (Mai); 3. Craig Adams (KTM).
OPEN INT: 1. Fulton Tidwell (Mai); 2. Dan Moore (Mai); 3. Bob Schulz (Yam).
OPEN NOV: 1. Dan Martin (Mai); 2. Micky Dymond (Mai); 3. Dennis Terry (Hus).
OPEN BEG: 1. Jeff Leckich (LTY); 2. Mike Stanford (CSB); 3. Joe Drozio.
250 PRO: 1. Jim Tarantino (Suz); 2. Jim Domann (Yam); 3. Danny Jean (Suz).
250 INT DIV I: 1. Duane Mapes (Mai); 2. Kelly Saulie (Suz); 3. Gary Goforth (DMG).
250 NOV DIV I: 1. Bill Gilleran (Yam); 2. Matt Gerdez (Hon); 3. Les Hayes (Hon).
250 INT DIV II: 1. Bill Gilleran (Yam); 2. Todd Simons (Suz); 3. Barden Baldin (Suz).
250 NOV DIV II: 1. John Holthaus (Hon); 2. Mickey Dymond (Kaw); 3. Tom Sarac (Suz).
250 BEG: 1. Buben Tobbs (Yam); 2. Randy Douglass (Yam); 3. Briggs Kanter (Hon).
125 PRO: 1. Craig Dale (Suz); 2. John Whelchel (Suz); 3. Ron Blanton (Hon).
125 INT DIV I: 1. Paul Cano (Suz); 2. Gary Reichenbach (Yam); 3. Rick Jackson (Suz).
125 INT DIV II: 1. Kenn Hamilton (Suz); 2. Scott Swift (Yam); 3. Bret Newman (Suz).
125 NOV DIV I: 1. Chris Chapman (Yam); 2. Dennis Hulen (Yam); 3. Steve Brasony (Suz).
125 NOV DIV II: 1. Jerry Campbell (Kaw); 2. Mike King (Suz); 3. Geroge Hernandez (Suz).
125 BEG DIV I: 1. Dan Brobzck (Suz); 2. Craig Cable (Suz); 3. Darren McFall (Suz).
125 BEG DIV II: 1. Todd Lindsley (Suz); 2. Thad Hevroth (Suz); 3. Doug Houis (Yam).
100 EX: 1. Brian Dupene (Yam).
100 INT: 1. Roy Farr (Yam); 2. Dan Brobeck (Suz); 3. Kirk Williams (Yam).
100 NOV: 1. Ron Eversole (Suz); 2. Larry Barle (Suz); 3. Craig Forrest (Suz).
100 BEG: 1. Chris Fleming (Yam); 2. Frank Cantu (Yam); 3. Russ Gregory (Suz).
VETS SR: 1. Bob Hays (DMG); 2. Ron Dugan (Yam); 3. Bob Crosta (KTM).
VETS JR: 1. Jim McIntyre (Suz); 2. Ray Dion (Yam); 3. Richard Lake (Suz).
VETS INT: 1. Ron Tuzinsky (Yam); 2. Soni Mount (Yam); 3. Askar Larnkjaer (Suz).
MINI EX: 1. Sam Storer (Kaw); 2. Randy Fleisher (Suz); 3. Tracy Meeks (Suz).
MINI INT: 1. Rudy Dickinson (Suz); 2. Jon Hughlet (Yam); 3. Bruce Bunch (Yam).
MINI NOV: 1. Marty Lehotan (Suz); 2. Chris Sparks (Kaw); 3. Jeff Barbacovi (Yam).

Wanket Bros. top CMC Carlsbad MX

By Mark Kariya

CARLSBAD, CA, SEPT. 23

Talk about incentive: As if a $1000 Pro purse, courtesy of Escondido Subaru and the Continental Moto-sports Club, wasn't enough, all riders got a chance to pocket a quick $25 if they pulled the holeshot in both motos of their class. IRC tires went to the overall class winners, thanks again to Joe Erler at Subaru.

Only four were consistently quick enough out of the gate to grab the bucks. David Hammond (Hon) did it in the 250cc Intermediates, Doan Hohmeyer (Hon) in the 250cc Juniors, Lee Ramage (Mai) in the 500cc Pros and Jerry Corley (Hus) in the 500cc Intermediates.

The 125cc Pros got the first shot at an overwatered, muddy track that regressed into its normal hard-faced self rather quickly.

Gary Denton and his LOP Yamaha topped the first moto quite handily followed by Bob Sullivan (R&D) and Bob Kline (Hon).

Mike Tripes (Esc) never really got untracked and moving due to the mud, but held off Rick Johnson (Yam) for fourth.

In the second moto, Denton spent the first lap sorting things out behind Tripes before moving past and spending the rest of the race in front.

Tripes contended himself with second, Johnson and Sullivan trailing.

Tony Wanket (Yam) took both 250cc Pro motos. Robert Reisinger (Kaw) rode a solid second in moto one until a rock hidden by mud put him back to sixth.

Chris Chaffee (Yam) came up through the ranks for second, battling Tripes the last four laps.

Moto two saw Curt McCuiston (Kaw) zip away from the gate ahead of the pack. He hit the first turn too fast, though, and went into a giant slide, letting Bryan Maloney (Hon) slip underneath and into the lead.

Chaffee took over before the end of a lap but could only hold it a few times around until Wanket moved to the front for good.

Towards the middle of the moto, Chaffee's pace slowed due to bike problems. Reisinger took advantage of them and went by Chaffee on the ledge on lap 11. Chaffee still came up second overall with Reisinger third.

The 500cc Pros put on one of the best shows of the day. Ramage led for a lap before being passed by David Gerig (Esc) who kept the point position until his motor stalled in a slow corner on lap seven.

Greg Robertson (Mai), who came

CMC San Berdoo winner Jerry Raymer.

from sixth at the start, snatched the lead at that point with Pete Wanket (Yam) and Gerig in arrears, not more than a few bikelengths apart at any time.

Carving his way through the crowd, however, came Chip Howell (Hus) who came from the tail end to zap both Wanket and Gerig on the last lap.

In the second moto, Gerig and Carlos Serrano (Mai) tossed the lead back and forth like a hot spark plug. Robertson sat in third for the first half of the moto before starting his move.

He managed to work into the lead by lap eight. Bad luck hit, though, when his bike threw its chain on the uphill the following lap.

Wanket came up at that point to give Gerig a hard time as Serrano dropped back. He put the move on Gerig just before the uphill on lap 12 and went on for the win followed by Gerig, Robertson, Alan Smith (Hus) and Steve Walker (Yam).

Results

MINI JR: 1. Arni Lemon (Kaw); 2. Frank Brundage (Suz); 3. Brad Tetherton (Esc).
MINI INT: 1. Todd Hewatt (Suz); 2. Larry Butler (Yam).
MINI EX: 1. Dave Hopwood (Kaw); 2. Jon Faure (KX).
100 JR: 1. Scott Hewatt (Suz); 2. Hank W. Erler (Suz).
100 PRO: 1. David Conrad (Suz).
125 PRO: 1. Gary Denton (Yam); 2. Mike Tripes (Esc); 3. Bob Sullivan (R&D).
125 INT: 1. Kevin Hopkins (Yam); 2. Mark Varney (Yam); 3. Ray Tetherton (Esc).
125 JR: 1. Darryl Gurholt (Yam); 2. Scott Hewatt (Suz); 3. Jack Geiger (Hon).
250 PRO: 1. Tony Wanket (Yam); 2. Chris Chaffee (Yam); 3. Robert Reisinger (Kaw).
250 INT: 1. Mike Rose (Yam); 2. Jerry Benson (Suz); 3. David Hammond (Hon).
250 JR: 1. Doan Hohmeyer (Hon); 2. Randy Smith (Yam); 3. Robert Dykmans (Yam).
500 PRO: 1. Pete Wanket (Yam); 2. Greg Robertson (Mai); 3. David Gerig (Esc).
500 INT: 1. Jim Odle (Suz); 2. Jerry Corley (Hus); 3. David Metje (Yam).
500 JR: 1. Paul Threlkeld (Hus); 2. Bill Quackenbush (Hus); 3. Pete Vetrano (SoP).

Raymer rips at CMC San Bernardino MX

By Tom Corley

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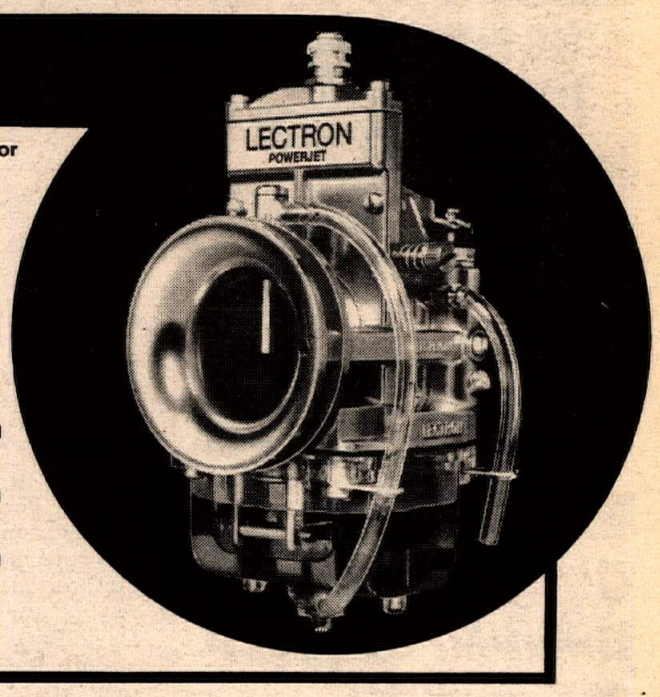

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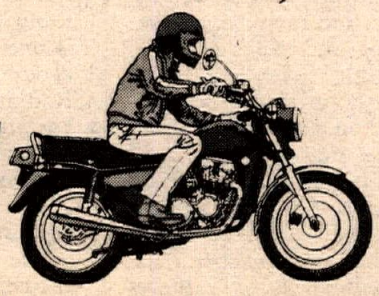

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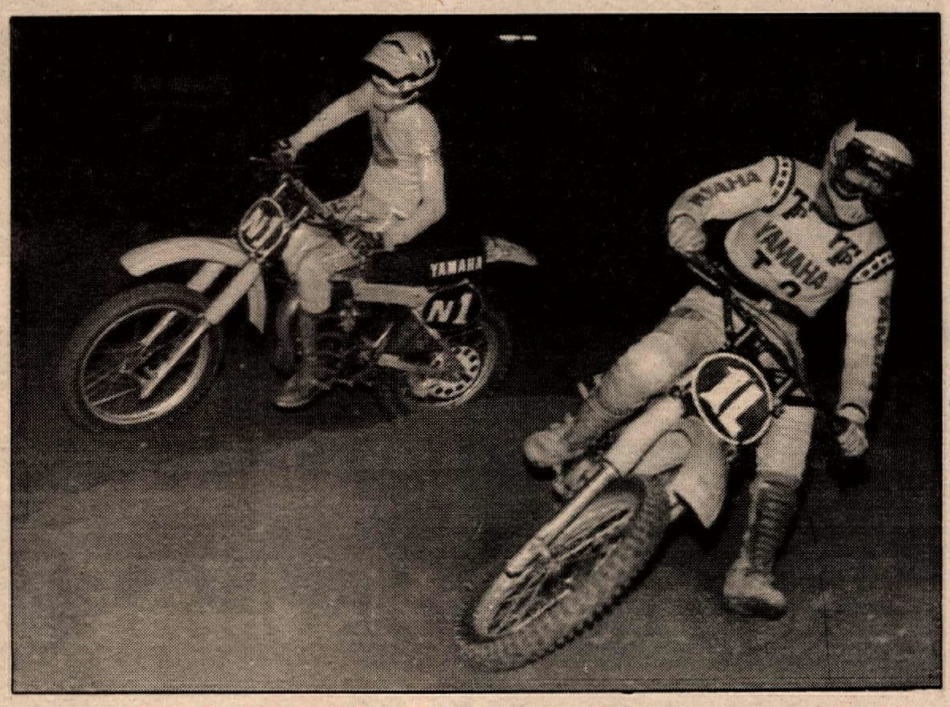
Western hotline

(Above) Rick Stout took second in the OCIR 250cc Pro class. (Below) Tim Lunde (1L) had his ups and downs at CMC Ascot.



every Friday night motocross program and this time they allowed all of the ladies to go through the gates absolutely free!

All of the big guns were in the 250cc Pro class including Ron Turner, Bob Marino, Jerry Raymer and Gary Jones! And out of these hot riders who do you think won? The overall money winner turned out to be Jerry Raymer of Rialto. The Rocket Rex Enterprises' racer was on the move in the first moto and was just barely ahead of Curt McCuistion. Gary Jones held off the rest of the line-up which included David Barberto and Bob Marino.

Both Raymer and McCuistion had their share of trouble in the final moto. Raymer was in the lead when McCuistion became daring and tried to pass on a sweeper behind the scorer's booth, but he ended up on the ground. Marino got by because of this and when Curt started racing again he was going all out and collided with another rider while flying off of a jump in mid-air. Soon another rider, Scott Kinnier, fell on a sweeper and he rolled off to the side of the track because of all of the oncoming traffic. Raymer appeared as if he had the win in the bag when he started to get a little sloppy on the same sweeper that Curt fell on. Marino was right there and just waiting for Jerry to make a mistake and when this happened he made the pass. So in this moto it was Marino, Raymer and McCuistion.

Raymer's 1-2 score earned him the overall money ahead of McCuistion who is on his way to becoming a well-known CMC rider because of his super performance in both the King of the Hill and the 250cc Pro events. Bob Marino was third overall on the payoff list and suffered from his first moto fifth.

The riders put on a good display of racing and the King of the Hill race was particularly good. A few other riders were able to try their hand at this race this time and a new winner arose. The riders start right in front of the score booth and wage war against one another for two laps as they ride the track backwards. A couple of last week's winners were not on hand and both Tim Lunde and Tony Wanket did not ride in this special event even though they qualified. Scott Manning is one of the hottest 125cc Pro riders around and he rides a Suzuki for Redlands Suzuki. Manning was on the gas and when the riders blasted off of the line he grabbed the lead. His bike powered him around the track just fine and he led the bigger machines in winning style. Scott was leading the whole time and was a sure bet to win the prize money. Then on the last lap as he flew over the final finish line jump, Curt McCuistion approached him and almost made the daring pass in mid-air! It was close but Manning captured the win over McCuistion on his new Kawasaki 250 while Ron Turner of Luft Shocks was in third. Turner wasn't able to make any money in this contest yet had his success in the 125cc Pro class. His teammate Bob Marino was the fourth place finisher in this race but like Turner he scored elsewhere, taking the top money in the tough 500cc Pro class.

Results

MINI 50: 1. Newton Acevedo (Suz); 2. Nicky Pounds (Suz); 3. Allan Brehm (Yam).
MINI JR: 1. Brad Fay (Yam); 2. Jimmy Palmer (Yam); 3. Phil Smith (Suz).
MINI INT: 1. Rudy Dickinson (Suz); 2. Rodney Phelps (Suz); 3. Bill Clontz (Yam).
125 JR DIV I: 1. Mike Wilkinson (Suz); 2. Robert Pleiss (Suz); 3. Albert George (Yam).
125 JR DIV II: 1. Robbie Lee (Suz); 2. Jose Hernandez (Kaw); 3. Lonnie Wentz (Yam).
125 INT: 1. Randy Yetto (Suz); 2. Jeff Austine (Yam); 3. Tim Shelton (Yam).
125 PRO: 1. Ron Turner (Yam); 2. David Barberio (Suz); 3. Scott Manning (Hon).
250 JR: 1. Wayne Yarnall (Suz); 2. Ed Pierce (Yam); 3. Kevin Bennett (Yam).
250 INT: 1. Vincent Gonzales (Suz); 2. David Pettigrew (Mai); 3. Kurt Strommer (Yam).
250 PRO: 1. Jerry Raymer (RRE); 2. Curt McCuistion (Kaw); 3. Robert Marino (Yam).
500 JR: 1. Norman Francis (Yam); 2. Bob Boldt (Hus); 3. Steve Ash (Yam).
500 INT: 1. Ed Zarp (Hus); 2. Pat Jeffreys (Hus).
500 PRO: 1. Robert Marino (Yam); 2. Ron Turner (Yam); 3. Gary Jones (Amx).

Marinez masters R.A.C.E. OCIR MX

By Tom Corley

IRVINE, CA, SEPT. 20

Now that school is officially started again some of the spectators decided to take the night off and the grandstands were a little thin. However, the rider turnout was just fine and the word is really going around about this Thursday night R.A.C.E. Motocross at OCIR.

Several of the other main nighttime tracks are getting ready to shut down because of the coming winter rainy months. This program will attempt to go through the whole year round. The only thing that will stop a race will be a special holiday or a parking lot that is so flooded that nobody could drive through.

The 250cc Pro class was very competitive and a visitor was here this evening by the name of Carlo Musso. Carlo is an out of state rider and drove from Louisiana so that he could race in the three race AMA series that has been going on. At the same time he wanted to try some other local racing, and did quite well. But Mark Marinez is blowing everyone away in this class and he did just that tonight by taking the first overall win. He found Musso on his Kawasaki to be quite competitive but this did not hold him back. Todd Peterson was successful in the first moto but was out of it in the second so this killed his overall chances. Instead Marinez was first ahead of Rick Stout who had a 3-2 score which edged out Musso, who placed third.

Results

MINI NOV: 1. Chris Sparks (Kaw).
MINI BEG: 1. Dave Corzatt (Yam); 2. Paul Honescko (Yam); 3. Scott Burns (Suz).
MINI INT: 1. Mike Healey (Suz); 2. Lyle McPherson (Suz); 3. Ken Morton (Suz).
125 NOV: 1. Dave Odem (Suz); 2. James Gusman (Suz); 3. Greg McElroy (Suz).
125 BEG DIV I: 1. Blake Miller (HOB); 2. Ben Stevenson (Yam); 3. Larry Howard (Hon).
125 BEG DIV II: 1. Mark Ivgy (Suz); 2. Greg Bender (Yam); 3. Kurt Pfeiffer (Yam).
125 INT: 1. David Anderson (Yam); 2. Mark Wood (Suz); 3. Danny Bartholomew (Suz).
125 PRO: 1. Keith Williamson (Suz); 2. Bill Myers (Suz); 3. Tony Randall (Yam).
250 NOV: 1. Jim Brooke (Hon); 2. Dave Bender (Yam); 3. Scott Lockhart (Kaw).
250 BEG: 1. Mark Fitzgerald (Suz); 2. Russ Sweeney (Kaw); 3. Steve Russell (Suz).

250 INT: 1. Brice Worden (Yam); 2. Don Gibbons (Yam); 3. Glen Senecal (Yam).
250 PRO: 1. Mark Marinez (Yam); 2. Rick Stout (Suz); 3. Carlo Musso (Kaw).
500 NOV: 1. Micky Dymond (Mai); 2. Tony Leyren (Hus); 3. Ken Corpe (Kaw).
500 BEG: 1. Don Stanley (Yam); 2. Jeff Rajas (Suz); 3. Tom Griffith (Yam).
500 INT: 1. Pat Hawley (Suz); 2. Roy Porter (Yam).
500 PRO: 1. Scott Cavness (Suz); 2. Jere Pope (Suz); 3. Ed Arnet (Mai).

Postlewaite wails at CMC Ascot MX

By Tom Corley

GARDENA, CA, SEPT. 19

It was absolutely a superb night of Continental Moto-sports Club motocross racing at Ascot Park. Everyone who was in the lead seemed to be falling and this included Newton Acevedo of the Mini class right up to fast and smooth riders like Tim Lunde and Todd Peterson in the Pro races.

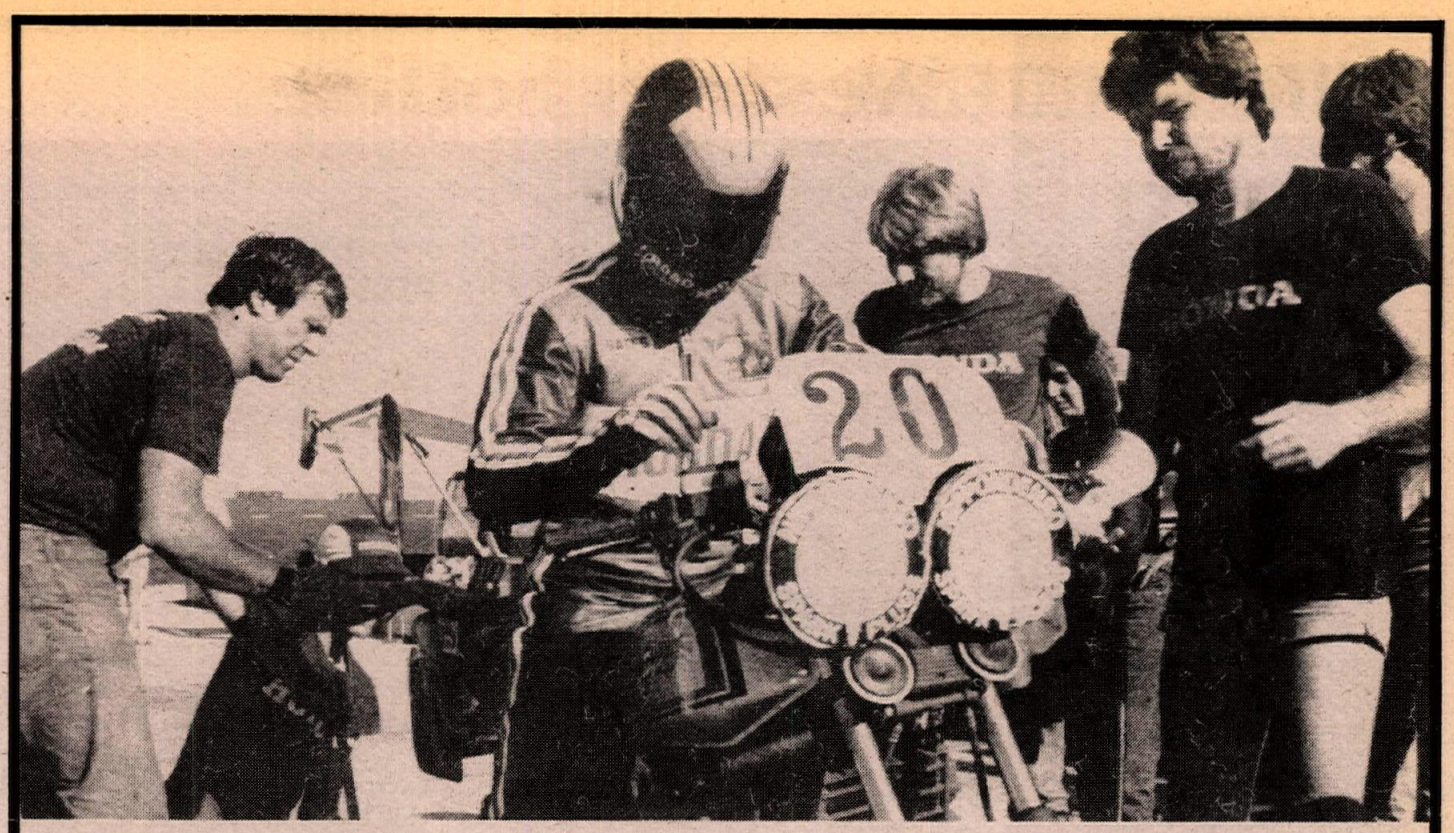
As a rule Acevedo stays mounted on his Suzuki with no problem but when he came around a sharp corner tonight, he hit hard. This killed his chances of doing well in the Mini Junior class so Lonnie Livingston, Johnny Whitsett and Dan Sween were the top three overall.

Steve Postlewaite won the competitive 125cc Intermediate class. Most of the usual names were involved yet the class was somewhat small with only nine contestants. Steve won both times out but almost lost the final moto. Angel Montoya turned his bike into a road block and joined the club of riders who were falling left and right. Montoya dropped his Suzuki one corner before the finish line and actually stopped Postlewaite from getting by. Steve had to maneuver his bike around this obstacle and got it back together just in the nick of time because Tim Shelton was on his way. Postlewaite won overall in front of Shelton, Mike Nishita, Mitch Davis, and Angel Montoya.

It is very rare that you will ever see Tim Lunde take a nose dive because he is so smooth and has every track wired. Well, somehow he did fall in the first moto. Maybe part of the reason is that Ascot used the 'dozer and added a few modifications. Anyway Lunde unloaded off of his bike on the series of small jumps before the second corner. He may have messed up in this first moto but good, yet made up for it in the final moto by taking first. Todd Peterson won the first moto but did not ride the last round, so this gave Gregg Waldrup a chance to win the 125cc Pro class overall with his fine 2-3 score. Dave Hamada was second overall in front of John Chwastyk, Ross Maeda, who fell once in the first moto, David Nakamura, Bryan Jordan, Bill Myers, and Tim Lunde. ●

Results

MINI JR: 1. Lonnie Livingston (Suz); 2. Johnny Whitsett (Suz); 3. Dan Sween (Suz).
MINI INT: 1. Skip Godinez (Kaw); 2. Dean Peterson (Yam); 3. Duane Summers (Yam).
100 JR: 1. Ron Eversole (Suz); 2. Bobby Headworth (Yam); 3. Michael Buchanan (Suz).
100 INT: 1. Scott Graham (Yam).
125 JR DIV I: 1. Ed McMillin (Hon); 2. Craig Cable (Suz); 3. Brian Bates (YZ).
125 JR DIV II: 1. Chris LaForm (Suz); 2. Dan Arellano; 3. John Stapleton (Suz).
125 INT: 1. Steve Postlewaite (Suz); 2. Tim Shelton (Yam); 3. Mike Nishita (Suz).
125 PRO: 1. Gregg Waldrup (Yam); 2. Dave Hamada (Hon); 3. John Chwastyk (Suz).
250 JR: 1. Ron Olson (Yam); 2. Rusty Rosenthal (Suz); 3. Dan Arellano.
250 INT: 1. Randy Rogers (Yam); 2. Glen Senecal (Yam); 3. Tom Watanabe (Suz).
250 PRO: 1. Tony Wanket (Yam); 2. Todd Peterson (Hon); 3. Tim Lunde (Yam).
500 JR: 1. Greg Jones (CZ); 2. Don LaFon (CZ); 3. Dickie McMillen (Hus).
500 INT: 1. Steve Van Zant (Mai); 2. Pancho Spain (DMG); 3. Dave Sobodos (Suz).
500 PRO: 1. Todd Peterson (KTM); 2. Ed Arnet (Mai); 3. Gary Jones (Amx).



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NORTHERN DATELINE

This is what "get down" meant at Dixon's D-36 Benefit MX.

Dave Wood doubles at D-36 Benefit MX

By Mel White

DIXON, CA, SEPT. 30

Dave Wood was the undisputed winner of all the 250cc and Open Expert class motos at Argyll Park where a capacity crowd of over 350 riders had turned out for the fundraiser staged by District 36 to help defray the cost of the awards banquet honoring the top 20 riders in each category.

By the end of moto one of the 250cc Expert race, Wood, shadowed by Alan Berluti, had stretched his lead 15 seconds over Dean Wiggins. Although Berluti was down a lap, and thus not a contender for the win, he nevertheless convinced the spectators that he was a competitor worth watching.

Berluti began to fulfill that expectation in the first moto of the Open Expert race when he pulled into second behind Wood soon after a less than spectacular seventh place start, only to stumble back to fourth a couple of laps later. By the white flag lap Wood had developed an unchallengable lead, but the action remained exciting as Wiggins probed to get by Berluti who was running third and Dave Woodall itched to get past Ross Liberty for eighth. Berluti and Liberty retained their positions.

In the second Open moto, Berluti and Eric McKenna tangled and crashed early in the game to put Wood very hot on the tail of Joey Schlag who had garnered the holeshot and was leading. Midway through the race Wood was in front of Schlag with Wiggins in third and holding. McKenna and Berluti struggled up from ninth and 10th, improving their positions two spots a lap, to finish third and fourth behind Wood and Schlag.

Eighty-four 125cc Novices were split into three divisions. In general, those who started in front, finished in front. Allen Silhanek led Division One all the way; Troy Decoque and Darryl Anthony traded in Division Two; and Jack Barton smoked Division Three so totally as to scarcely seem part of the same race. The interesting action was going on behind those leaders. Notably Jerry Cabral in Division Two who moved steadily yet rapidly from the first turn crash that put him almost last, past nearly every other rider — sometimes three or four at a time — to a fourth place finish in moto one.

Although it wasn't quite good enough for a win, another Cabral, Jeff, racing in Division Three was impressive in a charge past 18 riders after his own first turn crash that put him dead last in lap one.

In their second motos both Cabral brothers avoided the hex of the last place start with the result that Jerry (Division Two) took third and Jeff (Division Three) crossed the finish a respectable fifth.

Two more brothers, Lance and Larry Coleman, split the wins in the 125cc Intermediate motos. The roster for the two motos featured completely different names, with the result that Cory Cantaloupi took the overall with a 5-3 score. Larry and Lance, 8-1 and 1-8 respectively, garnered second and third.

Altogether there were 30 Intermediate riders dicing mercilessly and the results seem rather inconclusive. The feeling was that another moto would yield yet a third set of winners. Northern California race fans can look forward to some pretty exciting weeks ahead while these guys try and sort themselves out.

The 125cc Experts raised the tempo still further, but more order prevailed. Mike Preston, still hot from racing the Pro qualifiers in order to join the National Pro Circuit, was first in both motos. In moto one, Scott Rebuck an expected challenger, tangled in the first turn and had to settle for an eighth place finish. Moto two saw Pete Langley grab the lead until Preston traded with him during lap two. From then on Preston, Langley and Rebuck, all on Suzukis, were an inseparable threesome who dazzled the crowd with virtuoso performances on their 125cc guided missiles.

Results

125 NOV DIV I: 1. Allen Silhanek (Suz); 2. John McCapes (Suz); 3. Floyd Ertel (Yam).
125 NOV DIV II: 1. Troy Decoque (Hus); 2. Darrly Anthony (Suz); 3. Jerry Cabral (Suz).
125 NOV DIV III: 1. Jack Barton (Yam); 2. Mike Whalen (Suz); 3. Mike Halliday (Suz).
125 INT: 1. Cory Cantaloupi (Yam); 2. Larry Coleman (Hus); 3. Lance Coleman (Hus).
125 EX: 1. Mike Preston (Suz); 2. Pete Langley (Suz); 3. Bradley Harrison (Kaw).
250 NOV DIV I: 1. Pete Yoho (Hon); 2. Jim Domenighini (Hon); 3. Joe Augello (Hon).
250 NOV DIV II: 1. Larry Slate (Hon); 2. Frank Blake (Mai); 3. Ross Warren (Suz).
250 INT: 1. Bob Shafer (Mai); 2. Chuck Askland (Yam); 3. Harry Matthews (Suz).
250 EX: 1. Dave Wood (Yam); 2. Dan Turner (Kaw); 3. Dean Wiggins (Mai).
OPEN NOV: 1. Dan McNally (Mai); 2. Rick Vermaci (Mai); 3. Tom Pietri (Suz).
OPEN INT: 1. Donnie Hawkins (Yam); 2. Dean Shultz; 3. David Carlson (Mai).
OPEN EX: 1. Dave Wood (Yam); 2. Eric McKenna (Mai); 3. Alan Berluti (Mai).
MINI 60's: 1. Trenton McDaniel (Suz).
MINI 80's NOV: 1. Phillip Soldwar (Suz); 2. Mike Young, Jr. (Kaw); 3. Don Church (Kaw).
MINI 80 INT: 1. Bobby Moore (Suz).
MINI 80 EX: 1. Tim Aston (Kaw).
MINI 100 NOV: 1. Vincent Pirlo (Suz).
MINI 100 INT: No trophy.
MINI 100 EX: No trophy.
100 SPORTSMEN: 1. Shane Gurnsey (Yam); 2. Curt Carlozzo (Yam).
POWDER PUFF: 1. Yvette Husted (Mai); 2. Nina Bevilacqua (Yam); 3. Melissa Ross (Suz).
OLD TIMER NOV: 1. Wes Kautzman (Mai); 2. Robert Brookins (Yam).
OLD TIMER INT: 1. Gene Hrobsky (Hus); 2. John Fuqua (Mai).
OLD TIMER EX: 1. Dick Mann (Suz); 2. Jim Saitone (Mai).
VET NOV: 1. Gary Nauman (Mai); 2. Pat Doyle (Mai); 3. T.L. Parsley (Bul).
VET INT: 1. Curt McMahon (KTM); 2. Roger Bubak.
VET EX: 1. Russ Powell (KTM(; 2. Jim Ricci (Hon).

Schlag stacks up two more at SHR

By Roy Harbauer

BRENTWOOD, CA, SEPT. 28

Joey Schlag earned a pair of wins in both the 250cc and Open Expert main events to cap off an exciting night of racing at Sand Hill Ranch. Joey's biggest challenge occurred in the 250cc class where Tracy Hayes, on a Can-Am, tangled with Schlag in a fierce battle for first. The lead changed hands several times until, on the final lap, Hayes stalled and Schlag cruised on for the win. Tracy restarted and crossed the finish line a disappointed second.

Three races later Schlag, mounted on his KTM, appeared to be running away to an easy victory in the Open class until hard charging David Faria closed the gap and applied pressure for the lead. Joey, however, wasn't about to have his string of victories spoiled and held on to win followed by Faria and Dwayne McCaslin.

Last week's Open Novice winner, Jackie Stroski, finished strong in his heat race and appeared to be ready to repeat. Jackie had his hands full early in the main event as Pat Lane, riding stronger every week, jumped into the lead. Stroski drove harder than ever into the corners but couldn't get by Lane's Maico and Pat picked up the win.

In the 125cc Novice class Bill Aguilar seeemed glued to the rear wheel of Mike Chauncey. Chauncey, using the small berms that had built up, seemed to get the best drive out of the corners and finished a winner, leaving Aguilar second.

The Vets/Old Timers race turned into a two-way battle as Jim Hartbauer and Bill Calicura more than once exchanged the lead. The pair continued to try to out-drive the other going into the corners until Hartbauer was finally able to open a lead and finished ahead of Calicura and Dennis Parker, who has consistently been up with the front runners.

Results

80cc NOV/JR: 1. C. Bissell (Kaw); 2. D. Parkening (Suz).
100cc MINI NOV: 1. M. Klein (Suz).
100cc NOV: 1. M. Bissell (Kaw); 2. T. Barazoto (Suz).
125cc NOV: 1. M. Chauncey (Suz); 2. B. Aguilar (Suz).
250cc NOV: 1. C. Christian (Yam); 2. B. Harrison (Mai).
OPEN NOV: 1. P. Lane (Mai); 2. J. Stroski (Yam); 3. B. Hendrickson (Yam).
VETS/OLD TIMERS: 1. J. Hartbauer (Yam); 2. B. Calicura (Mai); 3. D. Parker (Mai).
250cc EX: 1. J. Schlag (Mai); 2. T. Hayes (C-A); 3. M. Lane (Mai).
OPEN EX: 1. J. Schlag (KTM); 2. D. Faria (Yam); 3. D. McCaslin (Hon).

Rebuck revels in Argyll's dust

By M. E. L. White

DIXON, CA, SEPT. 23

A long day of racing was enjoyed by over 335 racers at Argyll Park where a persistent breeze held temperatures down and helped clear the dust for most of the day. The major flaw was the partial failure of two water trucks, which, coupled with the dying of the breeze, resulted in extremely dusty conditions by day's end.

The 250cc Novices began the program. Rich Ramblas led the first moto of Division I, finishing ahead of Joe Augello and Troy Smalley. Second moto finishes of Augello, third, and Smalley, fourth, were good enough to give Augello the overall win and Smalley second with Ron Rudi (9-2) taking home third.

Moto one of Division II saw the Honda of Kevin Peterson take the lead with four more red bikes behind him before any yellow came into sight. Pete Yoho hotly contested the lead until the final lap when Peterson made himself the solid winner with Yoho and Joe Novares a decisive second and third. Moto two again saw five red leaders. This time Frank Valadau was in front and his win was good enough for the overall. John Novares, Pete Yoho and Kevin Peterson rounded out the top four.

By the time the 23 Vets, running ragged off the line, had circled around to where the spectators could get a good look, Steve Machado was in front. KTM mounted Russ Powell moved from a midpack start to become a very serious contender — both taking and losing second place in the final moments of the last lap. The entire second moto was led by Powell with Machado moving up to finish second and Jerry Jackson third. Machado collected the overall trophy.

The Mini race, with 27 riders, had a stagger start of four wild Experts buzzing off first. The last lap saw some heavy racing between the dicing leaders, Tyson Vohland and Tim Aston, who dodged lapped riders to cross the finish line a close 1-2. In the second moto Aston's Kawasaki DNF after having led for a lap, leaving Tyson unchallenged for a 1-1-1 sweep.

When the 250cc Intermediates were fielded, a first turn pile up took out the initial leaders and madness raised the dust high for the first time in the day. Rick Lane, in front, lengthened his lead in the third lap as Bob Shafer moved into second and began closing the gap. The final lap looked to be either man's race, but Lane held on to finish first. In the second moto, Shafer took a comfortable lead with Palmer behind, followed by Steve Gard. The overall tally showed Shafer first, Palmer second and Gard third — a duplication of the second moto finish.

Ernie Cabral holeshot the Old Timers and led most of the first lap. Laps two and three were a good show with Cabral trading back and forth with Merrill Rempfer, but by the final lap Rempfer's KTM had established itself in front of Cabral's Suzuki with Jack Lewis in third on a Bultaco. Bill McClinton, on a thumper, won the second moto in front of Cabral, but Ernie took home the first place trophy for his 2-2 finishes.

Sixteen 250cc Experts blasted the line in the seventh race of the day. Kawasaki mounted Dan Turner took the lead midway through the first lap and held on to finish comfortably ahead — no one was surprised. In the second to last lap, Starr Needham traded second place for fifth by falling in the outfield which put Joey Schlag in second and fresh-to-the-Expert-ranks Beau Magley in third. In the second moto Schlag had the holeshot and led for three and one-half laps until Turner claimed the spot and

crossed the finish line ahead of Schlag and Magley. When the results were posted Schlag had been disqualified, which moved Magley into second with Starr Needham taking third overall.

A freshly watered track made for some pretty muddy riding in the 100cc Sportsmen ranks. Many riders slipped down into it and emerged with a uniform gray-brown hue but Shane Gurnsey kept his Yamaha upright and stayed well out in front to win. The second moto, which was run mostly in dust, was a repeat for Gurnsey, who took the overall, 1-1-1.

The lead position in the Open Expert race changed hands several times. Joey Schlag (KTM) led off the line only to be replaced by Ross Liberty (Yam) around the first turn who gave it back when he fell climbing up onto the center jump. Next the lead went to Starr Needham and finally to Eric McKenna who retained it for the remainder of the race. In the second moto, Liberty kept the lead for three and one-half laps before relinquishing to McKenna who finished 1-1-1 with Schlage 2-2-2. But Schlag was disqualified from this race also, moving Don Wilson into the number two slot.

The 10th race combined the 100cc Minis with the Powder Puffs. Howie Ross established himself in front of Steve Machado and Charles Gedbee until the last lap when Machado went by. In the ensuing bid for the lead, Ross fell, leaving Machado in first and Gedbee second. Young Machado (an Intermediate) took the second moto win for a clear 1-1-1 victory. The Novice 100cc Mini winner was John Dalton (Suz) 1-1-1.

In moto one of the Open Intermediates, a clear holeshot was taken by a Yamaha bearing #233 which wiped-out spectacularly at the foot of spectator hill, giving the lead to a #179 which, on the following lap, repeated the same wipe-out in the same spot, thus also relinquishing the lead. With that part of the show over, Dean Shultz and Mike Miller, racing wheel to wheel, pulled out a long lead over the others. In the final moments of the moto, Miller pulled in front as Shultz went down in a turn. Shultz was able to regain forward motion in time to claim second past the checkered. In the second moto, ridden in a pall of dust that obscured most of the action from the spectators, Shultz finished first followed by Rodney Smith second and David Carlson third, which is also how the overalls were awarded.

With the track partly watered for the first moto of the 125cc Novice Division I, mud claimed many. The other complaint was still the dust. Positions changed frequently, depending largely on whether one slipped in mud or was blinded by dust, possibly both. Tim Olson managed to stay clean and finally got in front of the dust to take the win followed by Allen Amhanek and then someone riding a 100cc machine. (Is that legal?) The second moto was dominated by the dust. Overalls went to Allen Smhanek (2-1), Tim Olson (1-5) and Darryl Anthony (4-3), all on Suzukis.

By the time the 125cc Intermediates raced their first moto, the mud could be dealt with, especially by Intermediate riders. Rich Cervantes (Suz) came out in front on the first lap and stayed there followed by Cory Cantaloupi on a Yamaha. Behind them, riders traded positions with the earnestness that characterizes Intermediate racing, but it was Ed Minton who finally took command of third for the

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THE LATEST POOP

BY PAPA WEALEY

Factory Kawasaki rider Mike Hannon, riding a KDX400, took the overall win at the Double Crossers M.C. Cal State 100 AMA National Enduro held at Lucerne Valley, CA, on Oct. 7. Hannon lost just six points, edging out Wheelsmith Maico-mounted Mike Godfrey by one point. Kolbe Can-Am pilot Tom Webb finished third overall with a score of 10.

Guess they missed Earl Flanders at Bonneville this year. According to our correspondent, results that Earl normally posted at the end of each day were often a day or two late this time. Maybe SCTA should reconsider . . . Full report on salt flat happenings in next week's *Cycle News*.

Last week Papa mentioned that Steve Storz, the man who tuned Steve Morehead's Harley-Davidson in the '79 Winston Pro Series, is looking for a privateer to wrench for in 1980. Inquiries have been sent to Papa regarding Steve's whereabouts, but we can't help you . . . yet. Storz has promised to call us when he gets moved to the West, and we'll forward the information then.

Brad Lackey has agreed to ride in the Nov. 17 Coca-Cola Motocross Finals.

Three Pro classes will be run in the CRC's Nov. 18 Anaheim Stadium event, and qualifiers are going on right now. The three classes, 125, 250 and 500cc, will split a $2,100 purse. The opening date for the NorCal qualifying series is Oct. 14 at Tulare.

Terry Tiernan has left Bel-Ray. Those who've followed the executive's wayward path across the upper ranks of the motorcycle industry can (probably) catch up with him at the Interpart booth at the Las Vegas show. He's heading their motorcycle products division.

Trans-USA. That's the name of the series. Sears Point International Raceway. That's the name of the only west coast track to host a Trans-USA event, the only series in '79 where riders from all three National classes can compete against each other in real outdoor motocross. In other words, Papa ain't gonna miss it, and you shouldn't either. October 21. That's the date. Tickets are available at BASS and Ticketron outlets at $10 for adults and $5 for kids age six to 12. Special discount tickets ($8) are available at participating members of the Northern California Yamaha Dealers Association. Now. That's the time to go pick 'em up.

Trade Litho, the people who do an outstanding job on our front page color separations every week, are supporters of the D-37 Legal Defense Fund and the Phantom Duck of the Desert. Ten percent of all the motorcycle-related color separation work they do will be pledged to the saving of the California desert. So, if your firm needs to put together a new brochure, catalog or whatever, give Doug Johns or Tom Sisson a call at 714/993-3400. They're located in Anaheim on 4201 E. LaPalma. Doug had another good thought when Papa was yakkin' with him the other day: He's decided to donate his Check Chase entry fee to the D-37 Legal Defense Fund. He figures the check's already written, and the Checkers have it, so why not put it to good use to help save our riding land.

San Gabriel Valley M.C. has the answer for folks who want to ride a Thanksgiving Weekend B-to-V event, their 150-mile Beatty to Las Vegas race! It all takes place on Nov. 24, and D-37 points will be awarded. SGVMC President Thumper McDowell wrote Papa a letter thanking Nevada's BLM, Las Vegas area motorcycle clubs and Casey Folks for making it all possible. Call 213/644-4962 or 714/593-3403 for info. Mail entries ($19.50) go to SGVMC, P.O. Box 422, San Gabriel, CA 91776. Be sure to include three SASE. OK?

Want to go to the 1980 AMA/Winston Pro Series opener? As always, it's in Houston under the Astrodome for two nights of TT and short track. And Papa heard that a special charter flight is being put together from Los Angeles to Houston. We'll follow up the rumor and keep you posted.

Final 1979 Winston Manufacturer Point Standings: 1. Harley-Davidson (420); 2. Yamaha (179); 3. Honda (78); 4. Triumph (74); 5. Suzuki (21); 6. Bultaco (13); 7. Kawasaki (11); 8. Ossa (9); 9. BSA (8); 10. Norton (3).

Final 1979 AMA/Winston Pro Series Point/Payoff Standings: 1. Steve Eklund (270) $18,000; 2. Jay Springsteen (229) $11,000; 3. Randy Goss (226) $9,000; 4. Steve Morehead (157) $7,000; 5. Mike Kidd (153) $5,000; 6. Gary Scott (150) $4,500; 7. Hank Scott (147) $4,000; 8. Rick Hocking (124) $3,500; 9. Scott Parker (119) $3,000; 10. Corky Keener (118) $2,500; 11. Garth Brow (111) $2,000; 12. Skip Aksland (95) $1,700; 13. (Tie) Terry Poovey/Ricky Graham (82) $1,400; 15. Scott Pearson (81) $1,000; 16. Ted Boody (62); 17. Mickey Fay (56); 18. Billy Labrie (54); 19. Brad Hurst (35); 20. Gene Romero (32).

Planning to attend the Coca-Cola Motocross Finals? As you're probably already aware, there's a complete weekend planned for motorcyclists over the Nov. 16-18 weekend. Friday night is speedway night with the U.S. Qualifier for the World Finals. Saturday night is the final Supercross race of 1979. And on Sunday, Amateur and Pro MXers will take to the stadium course for a day of racing. All the while, there's a show with all the 1980 motorcycles and other goodies to check out between events! More info? Phone Anaheim Convention Center at 714/635-5000 or Speed Weekend West promoters at 714/494-6568. The promoters will send you a packet of information on camping or hotel information if you're coming from out of town.

Want to learn to ride like seven-time U.S. National Speedway Champion Mike Bast? (Is it *possible* to ride like Bast? A group of *very* good riders found out otherwise at the U.S. Nationals.) But if there's any hope of ever being that good, you'll get a chance to learn how from Bast himself in a two-day speedway school to be held Nov. 2-3 at the Maely Ranch. The price tag is $100, and you better hurry if you want to get on the limited registration list; phone 714/989-7786 for info.

Spectators at the Oct. 12 stadium motocross at San Bernardino's Orange Show Fairgrounds will be treated to an exhibition performed by several road racing sidecar rigs. You heard right — those sleek, exotic sidecars that you usually see thrilling the crowd at a National road race will be doing their thing on the quarter-mile banked oval at the Orange Show.

Brian Zier called up to say that he and partner B.J. Lee took first Amateur at the recent CRC Jackass desert team race, not the team we had listed in last week's story. Zier and Lee were Husqvarna mounted on their way to victory. ●

Check Chase '79 cancelled

LONG BEACH, CA, OCT. 8

Offered a course comprised mostly of fast, fast graded road by the Bureau of Land Management, the Checkers M.C. has decided to reject the offer for several reasons, primarily rider safety. The Oct. 27 Check Chase has been cancelled.

The following is an exchange of letters between Gerald Hillier, BLM Riverside District Manager, and Bob Terrazas of the Checkers.

Dear Mr. Terrazas:

This letter confirms our telephone conversation of Oct. 1, 1979 and constitutes a formal decision on the Checkers M.C. application for an Oct. 27, 1979 Ludlow to Parker motorcycle race (File #CA-060-SR8-5 (HH).

BLM will issue a permit for the race following completion of several requirements, including:

1. **Receipt of written permission from all private land owners whose property the approved route will cross,**
2. **Issuance of site approval by San Bernardino County for use of private land,**
3. **Receipt of permission or a statement of non-objection from the Atchison Topeka and Santa Fe Railroad,**
4. **Receipt of a bond and insurance required by BLM,**
3. **Field check by a team of BLM resource specialists and addendum to Environmental Assessment Record.**

These five requirements must be completed by Oct. 16, 1979, so that a permit may be issued 10 days prior to the event.

The route which is approved starts south of Siberia (Section II, T. 6N., R. 9E.), leads southeast on to the pole line road which is part of Alternative 1 in the Environmental Assessment Report, and follow this alternate route to Cadiz.

From Cadiz, the route follows a combination of existing vehicle routes, including a pole line road, southeasterly on the south side of the railroad to a pole line road approximately five miles southeast of Milligan.

The course then follows your proposed route, including that pole line road, the south flank of the "Parker 400" route, and the finish area east of Vidal Junction.

The decision to approve this particular route results from many considerations, including my firm desire to approve an environmentally-acceptable race.

The reasons that the route proposed in your application must be revised as described above include the following four points:

1.) The National Environmental Policy Act requires that BLM prepare an Environmental Impact Statement for any action "significantly affecting the quality of the human environment". Several of the criteria established by the Council on Environmental Quality for determining the need for an EIS may apply relative to the Checkers proposed course. Budgetary and time constraints preclude the preparation of an EIS in time to meet this year's desired date.

2.) A portion of the proposed route passes through a designated Wilderness Study Area (Amboy crater lava beds area #304A). The Federal Land Policy and Management Act of 1976 requires BLM to manage Wilderness Study Areas;

". . . in a manner so as not to impair the suitability of such areas for preservation as wilderness . . ." (Sec. 603 (c))

The Environmental Assessment Record prepared for this event identifies the potential for impairment of wilderness values if the proposed course is used.

(Continued to page 40)

NORTHERN DATELINE

Lance Moorewood, riding in the 125cc Pro class at Huron, gets a little unorthodox with his style at times.

finish. Overall it was Rich Cervantes 1-1-1, Cory Cantaloupi 2-2-2, Willie Miller 4-3-3 and Ed Minton 3-5-4.

Racing last in the program were the 125cc Experts. The first moto was marred by a first turn crash that took one rider out and put several others rather behind to start, but the rest of the race was stunning. Scott Rebuck took the holeshot, closely pursued by Mike Beier who stuck to Rebuck for the entire race, never moving out of range and probing for a chance to get by. Scott and Mike turned in the fastest lap times of the day. Together they opened up an impressive 40 second lead over the nearest competition. Anyone who stayed until dusk to watch the second moto was amply rewarded. The background was a golden fan of light spreading upward from the setting sun, reddened further by the heavy pall of dust. As the riders all but disappeared into the golden haze, becoming dark silhouettes against a red-gold glow, Scott Rebuck and Mike Beier took the lead, appearing more mated this time than before. In concert with each other, they opened out another impressive lead. Almost regrettably the checkered flag signaled the conclusion to a very fine show. Scott Rebuck finished the day with a 1-1-1, Mike Beier 2-2-2 and Pat Yoho was three for three.

Over 300 MX'ers go for Pro-Am cash and progressive Pro pts. at Huron

By Chuck Woodbury

HURON, CA, SEPT. 23

Huron sits inconspiciously smack-dab in the north-south center of California. The town of 1,500 farmers lays on the west bank of the California Aqueduct, five miles east of Interstate 5. It is not a tourist mecca, but it does have an excellent motocross facility and that is where Tri-Cross Promotions brought the third and final leg of its second annual Bridgestone Tires/Yamaha Pro-Am Summer Motocross Series.

The action at Huron was excellent. Nearly 300 riders showed up for the final race in the series. They came from all over California and from many western states to vie for more than $10,000 in prize money and contingencies plus the opportunity to earn some important advancement points toward their professional licenses.

The Amateurs kicked off the action at 9 a.m. After three days of continuous watering by local farmers, the 1⅜ mile track was not only dust-free but downright muddy in spots. But nobody complained (too much, anyway) and the heavy watering proved to be a blessing later in the day when the track cooked under cloudless skies and temperatures in the mid 90's.

There was no single outstanding race on this day, but there were several exciting contests. A Jon Nelson/Steve Smith battle in the second moto of the 125cc Progressive Pro class was hot, with Nelson winning by less than a bikelength at the finish. Nelson, with 2-1 finishes, earned the overall money.

Allen Berluti looked like a sure winner in the first Open Pro moto, grabbing a 15-second lead by mid-race. But Irving, Texas' Tim O'Brien moved from a sluggish start to overtake a fast-fading Berluti during the final lap. O'Brien came back to win the second moto and the overall title.

Matt Whiting had to fight hard for his overall win in the second division of the 125cc Amateurs. After a second place first moto finish, Whiting charged into the second moto to take an early lead. But Jack Barton didn't make life easy for Whiting, never falling more than a second off Whiting's pace. Whiting held, however, and collected the first place trophy.

Perry Donahue took two first place finishes to win the Open Amateur class. Donahue, aboard a Yamaha, had no serious threats, although Mark Duval (Suz) tried unsuccessfully to catch him in the second moto.

Larry Coleman made it look easy as he won the first division of the 125cc Amateurs. Coleman had a familiar foe to contend with in the second moto — his brother Lance, but his sibling was not quick enough on this day; Lance finished five seconds off his brother's pace at the checkers.

Kerman, California's George Holland (Suz) was the star of both 100cc motos, even though he was riding in the 80cc Expert class. Holland and David Berlin were the only Experts (both 80cc) entered in the combination 100cc/80cc Amateur and 80cc Expert race. Holland blasted away to win both motos, even though the 80's had a delayed start. Overshadowed by Holland's performance was Mark Romff, who rode to 1-1 finishes for the win in the 100cc Amateur class. Dallen McKenney of Hanford got lost in the shuffle but nevertheless took the overall trophy in the 80cc Amateur competition.

Jim Coffey rode his Yamaha to two first place finishes and the overall win in the 250cc Amateur class. Tracy Knight finished second in the first moto with Jeff Nichols taking the second spot in round two.

Gene Manhire topped the 250cc Progressive Pros with 1-4 finishes. Jim Ellis of Fresno won the second moto but had to settle for a sixth place overall after a 19th place slot in the first round.

Donald Hanson looked like his bike was turbocharged as he devastated his competition in the 250cc Pro class. David Wood (Yam) rode a consistent second in both motos, but seemed in a different league. Hanson moved to more than a one-minute lead by the three-quarter mark in the first moto, and nearly duplicated the feat in the second. Wood rode solid second place slots in both motos with Charles Halcomb and Richard Beneck sharing third place finishes.

Jerome Heiberger had little trouble nailing down two first place finishes in Open Progressive Pro action. Tim Llarcon followed Heiberger in the second moto with Robert Marino of West Covina taking the slot in the first contest.

Chappie Blose rode his factory Kawasaki to 1-2 finishes to win the 125cc Pro class. Blose was hounded by Michael Brown in the first moto, finishing three seconds ahead of the Washington rider. But the second moto, it was privateer Phillip Larson, also aboard a Kawasaki, putting together a successful ride for the first place finish, 16 seconds ahead of Blose.

Alaska State Motocross Championship Series: Final round

By M. R. Edge

ANCHORAGE, AK, SEPT. 2-3

In the fifth and final round of the Alaska State Motocross Championships held at Kincaid Park, six new State Champions were named and one champion retained his title in two classes.

Rob Wolfe (Suz) of Anchorage led the Mini class from the beginning of the season, and finished as champion with a lead of almost 700 points over runner-up Darren Brooker (Kaw) also of Anchorage.

Anchorage rider Jeff Wells (Suz), who led the 125cc Novice class throughout the series, ended his season with an awesome margin of 1579 points over second place Vince Monzulla (Hon) of Fairbanks.

In the 250cc Novice class Jeff Smith (Kaw) of Anchorage took the championship by a little more than 800 points over Scott Smith (Hon) of Palmer.

Cort Phalp (Mai) of Anchorage was heavily challenged by fellow Anchorage rider Jamie Linxwiler (Mai) throughout the 500cc Novice class series, but managed to pull off the championship by a little less than 450 points.

Cal Frey of Anchorage and his KLX were runaway winners in the Four-stroke class, besting John Wilterding (Hon) of Anchorage by over 600 points.

In contrast to the Novice and Four-stroke classes, all three Expert classes were a mystery right up to the last day, with two of the three classes not decided until the final moto of the series.

Canadian Al Tinciniski and his Yamaha came very close to upsetting Suzuki rider Scott Davis of Soldotna for the 250cc Expert championship. Davis, who was burned in an electrical accident prior to the Fairbanks state race, was present in Anchorage this weekend. Although unable to race competitively, he was able to acquire enough finishing points for the win.

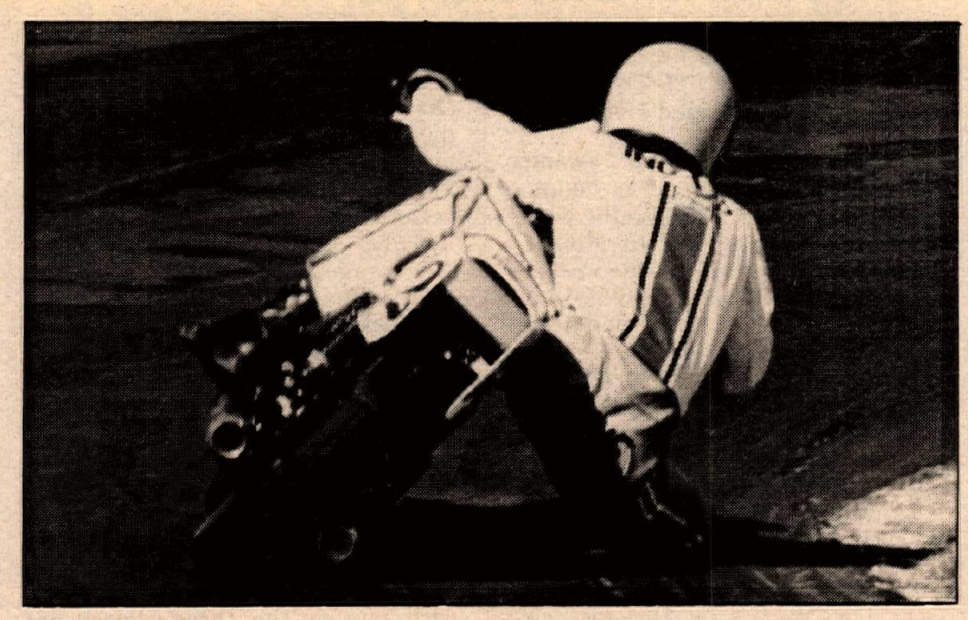
Anchorage riders Jim Stewart and Chris Patterson had battled all season for the 500cc Expert crown and Stewart held the lead going into the final round. In the first day of competition Stewart was forced to ride conservatively due to the fact that his KTM had a broken frame. Patterson captured the win with Stewart taking third place. The second day of racing would decide the championship with the winner of the Patterson-Stewart duel to be named as champion.

In the first moto the two battled side-by-side until Stewart tangled with a lapped rider. A broken exhaust pipe dropped Stewart to fourth place and Patterson went on to easily take the win. There was still hope for Stewart as he took the second moto win with Patterson finishing in second.

In order to retain his state championship, Stewart needed the final moto win with Patterson finishing no better than third. This appeared to be a possibility. Lee McCarrol (Mai) of Anchorage was riding his finest race of the season and posed a definite threat to both Stewart and Patterson. When the green flag dropped Stewart once again shot into the lead followed closely by Patterson. Stewart held onto the lead until mechanical problems which had plagued him throughout the weekend struck again and he ended up on the sidelines watching Chris Patterson and his Maico cruised to the 1979 500cc Expert State Championship title.

The 125cc Expert title was not decided until the final few seconds of the third moto on the second day. Jeff Wolverton (Suz) of Anchorage did not appear to be riding as well as usual; he finished second overall behind Jeff Sandstrom (Yam) of Anchorage on the first day. Wolverton needed the win on the second day in order to take the championship away from Soldotna's Scott Davis.

Wolverton led the second day's first moto from start to finish with Sandstrom taking the second moto win. But, in order to take the overall for the day and thus the championship, Wolverton had to win that last moto. He took the lead off the starting line, and for a few minutes it looked like someone would finally



Wonder if "Jaws" has ever tasted asphalt? Probably.

upset Scott Davis' stranglehold on the 125cc Expert class.

But on the third lap disaster struck. Wolverton collided with another rider which caused him to crash and Sandstrom moved into the lead. Wolverton was up and in pursuit almost immediately, within striking range of Sandstrom on the final lap. The crowd that had gathered around the finish line moved back, expecting the two riders to come careening across the line in a last second pass attempt by Wolverton. However, when the two riders came into sight Sandstrom still had enough of a comfortable lead to take the win, leaving a very disappointed Jeff Wolverton in second place for the day and for the series.

Scott Davis had managed to rack up enough finishing points during the weekend to give him the Alaska State Championship in the 125cc Expert class once again.

Results

SEPT. 2, 1979

MINI: 1. Rob Wolfe (Suz); 2. Darren Brooker (Kaw); 3. Billy Sandstrom (Yam).

125 NOV: 1. Jeff Wells (Suz); 2. Ben Loyer (Hon); 3. Vince Monzulla (Hon).

125 EX: 1. Jeff Sandstrom (Yam); 2. Jeff Wolverton (Suz); 3. Eddie Wise (Hon).

250 NOV: 1. Scott Smith (Hon); 2. Jeff Smith (Kaw); 3. Michael Harriger (Hus).

250 EX: 1. Wayne Broste (Yam); 2. Al Ticiniski (Yam); 3. Louis Mass (Hon).

500 NOV: 1. Cort Phalp (Mai); 2. Mike Harms (KTM); 3. Jim Kevan (Suz).

500 EX: 1. Chris Patterson (Mai); 2. Bruce Lockwood (KTM(; 3. Jim Stewart (KTM).

FOUR STROKE: 1. Dan Kubitz (Yam); 2. John Wilterding (Hon); 3. Don Billings (Hon).

SETP. 3, 1979

MINI: 1. Rob Wolfe (Suz); 2. Darren Brooker (Kaw); 3. Kevin Schaub (Suz).

125 NOV: 1. Jeff Wells (Suz); 2. Ben Loyer (Hon); 3. Mike Cannon (Hon).

125 EX: 1. Jeff Sandstrom (Yam); 2. Jeff Wolverton (Suz); 3. Eddie Wise (Hon).

250 NOV: 1. Jeff Smith (Kaw); 2. Bob Neitz (Hon); 3. Mark Thomson (Hon).

250 EX: 1. Cal Frey (Kaw); 2. Jeff MacDonald (Hon); 3. Al Ticiniski (Yam).

500 NOV: 1. Mike Harms (KTM); 2. Cort Phalp (Mai); 3. Jamie Linxwiler (Mai).

500 EX: 1. Chris Patterson (Mai); 2. Lee McCarrol (Mai); 3. Jim Stewart (KTM).

FOUR STROKE: 1. Cal Frey (Kaw); 2. Don Billings (Hon); 3. Dan Kubitz (Yam).

1979 ALASKA STATE MOTOCROSS CHAMPIONSHIP SERIES FINAL POINT STANDINGS:

MINI: 1. Rob Wolfe (3538); 2. Darren Brooker (2863); 3. Todd Schnurr (1704); 4. Kevin Schaub (1321); 5. Billy Sandstrom (744); 6. Jim Hakkinen (585); 7. Matt Kiel (525); 8. Tim Kelley (451); 9. Ron Wolfe (407).

125 NOV: 1. Jeff Wells (3469); 2. Vince Monzulla (1890); 3. Ben Loyer (1886); 4. Tom Van Hoomissen (1522); 5. John Davis (1400); 6. Kevin Herrin (850); 7. Jeff Ellis (551); 8. Ted Evanson (493); 9. Scott Toloff (371); 10. Mike Cannon (320).

125 EX: 1. Scott Davis (2447); 2. Jeff Wolverton (2369); 3. Jeff Sandstrom (2185); 4. Eddie Wise (1678); 5. Mike Arnold (1263); 6. Scott Jackson (857); 7. Ray Peger (790); 8. Chuck Layton (598); 9. Doug Brewer (554); 10. Al Ticiniski (127).

250 NOV: 1. Jeff Smith (3400); 2. Scott Smith (2560); 3. Mark Thomson (1943); 4. Pete Frey (919); 5. Edwin Sims (850); 6. John Pool (725); 7. Dan Parrish (525); 8. Charles Atkins (515); 9. Neal Duncanson (400); 10. Gregg Season (388).

250 EX: 1. Scott Davis (2304); 2. Al Ticiniski (2177); 3. Jeff MacDonald (2205); 4. Louie Mass (1457); 5. Wayne Broste (800); 6. Brent Battin (771); 7. David Tingstrom (716); 8. Chris Patterson (630); 9. Cal Frey (625); 10. Jim Spernak (560).

500 NOV: 1. Cort Phalp (3000); 2. Jamie Linxwiler (2563); 3. Rick Price (1125); 4. Scott Dickinson (1086); 5. Jim Kevan (921); 6. Mike Harms (700); 7. Bruce Friend (527); 8. Rich Sphnholz (394); 9. Doug Gallant (353); 10. Ron Soule (338).

500 EX: 1. Chris Patterson (3100); 2. Jim Stewart (2975); 3. Lee McCarrol (1677); 4. Lewis Lamson (1581); 5. Bruce Lockwood (1050); 6. Jeff Cooper (1031); 7. Earl Lamson (564); 8. David Tingstrom (169); 9. Roger STrickler (166); 10. Eric Kile (148).

FOUR STROKE: 1. Cal Frey (2800); 2. John Wilterding (2194); 3. Don Billings (1450); 4. Dan Kubitz (794); 5. Ed Martin (225).

Wolff grabs Sears Pt. AFM win

By Karl Okamoto

SONOMA, CA, SEPT. 16

Thousand Oaks resident Thad Wolff, riding his self-prepared Yamaha RD350B, captured the 410cc Production class win at Sears Pt. Raceway after leading the race wire to wire and popping wheelies on various sections of the track. Mark Ingalls (Berkeley Yamaha RD400F) and newcomer Paul Leuty (SMR/Daly City Yamaha RD400) were all but long-distance observers as Wolff up and split. Mike Johnson (East Bay Yamaha RD350), AFM rider rep and fourth place finisher, showed sudden vast improvement. When asked about his good fortune, Mike said, "My experimental Moto-Fox shocks have taken me from seventh to fourth place, and they're the only things I've changed."

The opening lap saw Wolff scream up turn one only to have the race red flagged because of some confusion on the starting grid. Part of the confusion was due to the unfortunate luck of Wolff's main competition in the season point standings, Malcolm Hill (Toomey's Motorcycle Center RD375). Malcolm had bailed off during practice at Sears' fast turn one. After an ambulance ride to the hospital, his injured elbow was patched up and he returned to the track. Meanwhile, the Toomeys were attempting a last-minute flog of his twisted race bike, which was seized (causing the crash) to boot. While Malcolm was observing the frenzied action, Rob Stabile sauntered by and offered his own RD as a substitute. Hill accepted, realizing that he would be piloting a motorcycle unfamiliar to him. Nonetheless, he lined up on the starting grid. As Malcolm recounts, "The one minute sign went sideways, I put the bike in gear, and it died. I started kicking the starter and about a third of the pack went by, when someone nailed me from behind."

Malcolm Hill wasn't the only rider

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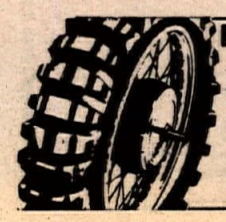

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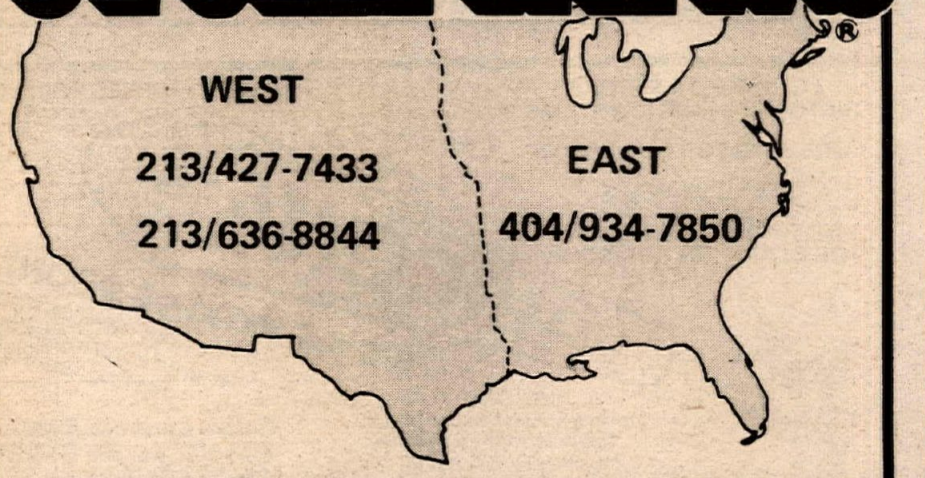

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NORTHERN DATELINE

with bad luck today. Fred Merkel (Penero Hon MT125R) sat dejectedly in his pits after the 125cc GP race, staring at his thrice-seized Honda. His pit-mate and race winner Fred Winters (Bel Ray/ND Honda MT125R) sat in his chair, tire marks all over the left side of his leathers. "It took me awhile to get used to riding it. I hadn't ridden at all for one week. I got a slow start on the first lap because Jody (Nicholas) almost made me unload." Nicholas, on a similar Honda, had collided with Winters and fallen on the second turn of the race. Winters then had to struggle to get by Danny Coe (Phil Schilling/Can-Am 125) for the win.

250cc GP saw Mark Homchick (Haynes Manuals TZ250) prevail over Al Collins (Eric Heczko TZ) and Glen Shopier (Farmhouse Rest./Fairway TZ). "That was my first club race win at Sears," remarked Homchick, who had previously won an AMA Novice event at Sears in 1978. Open Box Stock featured the almost-identical Kawasaki KZ1000 Mk II's of Kurt Knollenberg (Grand Prix Cycles) and Whit Blakeslee (Champion Cycles) as the two battled for the season points lead. Knollenberg won this round, but the overall victory belonged to Champion Cycle's Mark Shelton, who beat everybody on his box-stock Kawasaki KZ650.

In other action, Gil Martin (TZ750) got by Garden Grove's Harry Klinzmann (Mr. Al's Rest. TZ750) and rode the wheels off his bike to capture Open GP. Chuck Parme (Kaw Z-1) beat the Goodyear man, Kerry Bryant (Kaw Z-1) for the Open Superstreet win; Dan Batcheller's excellent ride on his Silver Jubilee Triumph doesn't appear in the results, as John Williams (Barong Kaw KZ650) officially won; and Christine Baur led the opening laps of the Featherweight race (100cc GP/125-200cc Prod.) before yielding to Chuck Pace.

The next race at Sears Point is on October 14. The AFM would like to express their thanks for the help and patience extended by all participants during this race, as internal club hassles resulted in a shortage of turn workers and other officials. The riders, however, seemed almost indifferent to the delays and mixups. The AFM board has still delayed its decision regarding the "butterfly valve" on Yamaha RD400F's, much to the frustration of many 410cc Box Stock competitors. No AFM officials could be reached for comment.

The Northern Chapter is sponsoring a barbeque and general fun day at Marriott's Great America in Santa Clara on Oct. 6. Call 415/327-3323 for details. The Northern Chapter's awards banquet will be held one week after the National banquet, January 27, at Francesco's in Oakland, CA.

Results

100cc GP: 1. Dusty Behrman (Hon); 2. Dave Elliott (Yam).

125cc PROD: 1. Haim Beressi (Yam); 2. Marc Salvisberg (C-A).

200cc PROD: 1. Jeff Little (C-A); 2. Christine Baur (C-A); 3. Chuck Pace (C-A).

SIDECARS: 1. Bryant/Essaff (Kaw); 2. Lougee/Harrold (Kaw); 3. Roberts/Langford (Kaw).

410cc PROD: 1. Thad Wolff (Yam); 2. Mark Ingalls (Yam); 3. Paul Leuty (Yam).

125cc GP: 1. Fred Winters (Hon); 2. Danny Coe (C-A); 3. Jeff Leggitt (Hon).

200cc GP: 1. Tom Beisheim (C-A); 2. Jeff Little (C-A); 3. Christine Baur (C-A).

250cc PROD: 1. Frank Mazur (Yam); 2. Rob Stabile (Yam); 3. Michael Madden (C-A).

550cc PROD: 1. Gary Broeder (Yam); 2. Jim Boeckl (Yam); 3. Tim Tingey (Hon).

750cc PROD: 1. John Williams (Kaw); 2. Mike Spencer (Kaw); 3. Frank Mazur (Hon).

OPEN PROD: 1. Whit Blakeslee (Kaw); 2. Vance Breese (M-G); 3. Sal Avelar (Suz).

0-600cc SUPERSTREET: 1. Bob Runyon (Yam); 2. Marc Salvisberg (Yam); 3. Jeff Hagan (Yam).

250cc GP: 1. Mark Homchick (Yam); 2. Al Collins (Yam); 3. Glen Shopher (Yam).

OPEN SUPERSTREET: 1. Chuck Parme (Kaw); 2. Kerry Bryant (Kaw); 3. Carry Keoshgerian (Kaw).

0-410cc BOX STOCK: 1. Mark Ingalls (Yam); 2. Larry Theobald (Yam); 3. Scott Moore (Yam).

550cc BOX STOCK: 1. Doyle Moeller (Yam); 2. James Dagan (Suz); 3. David Newman (Suz).

750cc BOX STOCK: 1. Mark Shelton (Kaw); 2. Frank Mazur (Hon); 3. Rich Oliver (Kaw).

OPEN BOX STOCK: 1. Kurt Knollenberg (Kaw); 2. Whit Blakeslee (Kaw); 3. Jim Kinne (M-G).

500cc GP: 1. Tom Chew (Yam); 2. Al Collins (Yam); 3. Jack Baker (Yam).

OPEN GP: 1. Gil Martin (Yam); 2. Harry Klinzmann (Yam); 3. Bruce Hammer (Yam).

Faria still northern California speedway champ

By Greg "Nuclear" Neukam

SACRAMENTO, CA, SEPT. 14

The 1979 northern California speedway season came to pass as the State Championship was held at the Cal-Expo track. Mike Faria retained his number one plate for the second year after winning four out of his five races and taking second in the other. Another added plus for the night was the Junior Speedway Championship.

In the Junior Championship Harlan Bast, Jr. came away a winner. After receiving his trophy, Harlan proceeded to show Junior trophy girl "Hot Lips T.T." and the crowd that Mike and Steve had taught him all the necessary moves off the track as well as on. Promoter John Houston also made sure that each of the seven remaining Juniors got a smack from "Hot Lips T.T." by providing plaques for each rider. Harlan may not have given up any racing secrets but he must have given them a few tips should they win a trophy because they all walked off the track with singed lips!

"Flying" Mike Faria had a perfect score going into the final event of the evening with Paul Orlandi, Tom Ferris and "Wild Child" Glenn Hutchison. Hutchison was able to spoil his perfect score for the night but Faria only needed one point to clinch the championship. Glenn came off the line in first place and Mike was content with following him to the finish as Orlandi held off Ferris for third.

Since Houston was awarding a plaque to each of the top five finishers, and there was a tie for fifth, there was a run off to determine who would get the fifth place honors.

Hutchison and Dennis "Choo-Choo" Robinson lined up for the run off. What wasn't discovered until after the race was that Derek Gage, the rider from Oklahoma City, was also tied in points with these two. Robinson won the race, finishing with a flat tire. The referee told him that he would have to run again and that's when the trouble began.

Robinson said that he was told to race Hutchison to determine fifth place and he did just that. He felt that was the end of his obligation. It was an officiating error and he shouldn't be penalized for it. The same thing went for Gage and if he didn't get to race he was getting screwed.

Finally, it was pointed out that since Gage couldn't care less if he was fifth place in northern California, being from Oklahoma, why not give Robinson the points and plaque then declare a tie and pay each rider the same? It was amazing how easy it was to please everyone.

When it was all over Faria was champion and John "The Leg" Cook, who is now living down south, was second, Duane Yarrow was third, and Denny Pyeatt fourth. ●

Central Pipeline

Say, where are all those gnarly sections they warned us about?

Dixon takes low score at Fort Hood Cowhouse enduro

By Margaret Carter

KILLEEN, TX, SEPT. 9

Joe Dixon, mounted on a 250 KTM, bagged the overall "A" win at the Fort Hood Dirt Riders Seventh Annual Cowhouse Enduro with 11 points. Bobby Pickard, accomplished motocrosser and first time enduro rider, took the 250cc "A" class win with the same score of 11 points, but blew his chance at the overall by burning the tie-breaker check. Larry Burleson cinched overall "B" with 32 points, four points better than his closest competition, Gary Horton.

This year's course was essentially last year's course backwards, which probably accounts for some of the flagging being on the left hand side of the trail. The course was the same heart-in-throat experience as all Fort Hood rides; straight up and down with "no top" hills, rocks as hard as a hooker's heart, and tree limbs even harder. One particularly rasty uphill caused a major bottleneck well into the event and succeeded in putting points on most of the riders. Race chairman, Gary Drain, followed the customary Fort Hood philosophy of putting the riders through several test sections of tight, twisty woods trails, followed with a checkpoint. Due to a manpower shortage, there were virtually no checkpoints designed to catch the rider who gambles and rides hot.

Just after the second gas, most of the first 40 numbers did not see a lonely marker pointing toward the last loop. Many were hopelessly lost and quit, but many more not so faint-hearted souls persevered to the bitter end to turn in scores well into three digits.

There was a long line at the protest sheet, but FHDR officials voted to let the scores stand, since more than 50 percent of the first 40 numbers finished. Out of a total of 410 entries, there were 224 finishers.

Even though race day dawned cool and bright, Kinki Koi still came prepared to the riders' meeting wearing a raincoat and holding an umbrella, a reminder of past Fort Hood events when riders were swept down Cowhouse Creek into Lake Belton. This year, dust was the problem which helped to send several riders to the base hospital. As you sail over the bars and onto the rocks at Fort Hood, you at least are secure in the knowledge that Uncle Sugar's medics will be there soon.

The Fort Hood Dirt Riders also hosted the TSCEC awards banquet on Saturday night preceeding the event. Trophies were presented to the top 20 riders in the state in each of the classes for the 1978-79 season.

Overall "A" went to Maico-rider Perry Davis, who was also added to the Texas Enduro Hall of Fame for his second overall "A" year. Maico-mounted Andrew Cooksey, took overall "B." Phyllis Hayes won the Women's overall, riding a Suzuki. The top three riders in each of the Men's "B" classes were transferred to the "A" class for the 1979-80 season.

A special plaque was presented to Roy Pool, chairman and organizer of the TSCEC for his dedication to the sport of enduro riding. It was a framed cartoon depicting Roy on his Yamaha-ha looking a lot like Mickey Mouse entitled, "Phantom Mouse of the Southwest." The Trail Riders of Houston's Caney Creek Enduro was voted the Best Enduro of the 1978-79 season by an overwhelming majority of the circuit riders. ●

Results

OVERALL A: 1. Joe Dixon, 11 (KTM).
OVERALL B: 1. Randy Burleson, 32.
OVERALL WOMEN: 1. Linda Engeling, 13.
OPEN A: 1. Steve Whitworth, 13 (Kaw); 2. Don Sanford, 16 (Mai); 3. Andrew Cooksey, 16 (Mai).
250 A: 1. Bobby Pickard, 11; 2. Zack Elkins, 13; 3. Henry Bostick, 16.
200 A: 1. Roy Pool, 32 (Yam); 2. Clif Phillips, 34; 3. Barry Franklin, 37.
125 A: 1. Glenn Colby, 35; 2. Ken Chester, 36; 3. Bob McKnight, 37.
OPEN B: 1. Ed Croft, 44; 2. Larry Burleson, 48; 3. Jeff Hibbitts, 49.
250 B: 1. Mark Lee, 51 (Hus); 2. Randy Noel, 52; 3. Ray Don Leatherwood, 53.
250 B: 1. Gary Horton, 36; 2. Todd Brady, 40; 3. Norman Delamar, 47.
125 B: 1. Yankee Hite, 52; 2. Dave Meers, 95; 3. Don Allen, 181.
OPEN C: 1. Stan Penneman; 2. Jeff Kinkaid; 3. Dale Johnson.
200 C: 1. David Tolmar; 2. Dave Haig; 3. John Wagley.
WOMEN'S A: 1. Sherry Moore, 27; 2. Lynett Pool, 27 (Yam); 3. Janet Hooks, 29.
WOMEN'S B: 1. Connie Jones, 47; 2. Sue Anderson, 72; 3. Debra Stowe, 158.
SR MEN (45 & OVER): 1. Bill Hughes, 58 (Hus); 2. Tom McKay, 65; 3. Richard Byrd, 87 (Yam).
SR MEN (50 & OVER): 1. M.D. Youngblood, 9; 2. Charlie Greer, 19; 3. Aubrey Westmoreland, Jr., 44.
16 & UNDER: 1. Tony McCoy, 6 (Hus); 2. Ron Odom, 12; 3. Mike Davis, Jr., 13.

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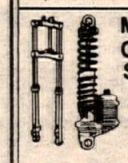
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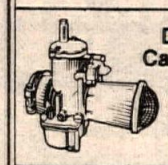
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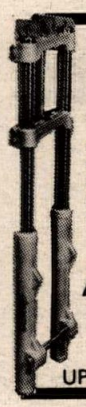

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*** SRA GP SCHEDULE ***

*Oct. 20-21 So. Cal. Cal City

Oct. 28 Carlsbad

Nov. 25 Riverside

*See Calendar For Details

714-828-1358

CALENDAR

CHAMPIONSHIP EVENTS

AMA/Toyota Supercross Series

11/17	Anaheim, CA

AMA National Enduros

Eastern Region

11/ 4	Twin States Nat'l W. Kentucky Trail Riders Kentucky

Central Region

10/7	Black Coal Nat'l IN, IL, KY, Enduro Riders Indiana

Western Region

10/14	100 mi. Nat'l Prairie Dawgs M.C. New Mexico
10/21	125 mi. Nat'l Mt. Baker M.C. Washington
10/28	100 mi. Nat'l Far West M.C. California
11/ 4	100 mi. Nat'l Redding Dirt Riders California

Trans-USA Series

10/14	Atlanta, GA
10/21	Sonoma, CA

1979 DRAGBIKE National Schedule

10/20-21	Las Vegas, NV
10/28	Orange County, CA
11/3	Houston, TX
11/9-10	TBA
12/1-2	Gainesville, FL National Finals

S.C.O.R.E. Off Road Racing

11/6-9	Baja 1000 Baja, CA

Revised D-37 Calendar

10/14	Desert MC H&H
10/20-21	So Cal MC GP
10/27	Checkers H&H

EVERY WEEK

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. First race 7:30 p.m. Sign up 5-6:30, prac. 6-7 p.m. Entry $10. 150% Pro p.b. CMC license req. Trophies awarded Sptsmn. class. Adults watch for $3.50, Jrs. $2.50, kids $1.50. 714/557-3323, 213/323-5055.

CMC STADIUM STYLE MX
Fremont Raceway, Fremont, CA. All new track layout & surface + Supercross type drop back start gate. All classes. Entry $8/$10. Spectators $2, pit pass $1. Open 5 p.m., prac. 6:30, race 7:30. 415/355-4760, 651-2545.

CMC MOTOCROSS/ATC/ ODYSSEY & TT RACES
Chula Vista, CA, Speedway 117. Take I-5 or 805 S from Chula Vista to Jct. 117, go E 5½ mi. across from Brown Field Airport. Prac. 6-7 p.m., sign up 4:30-7 p.m., 1st race 7:30 p.m. Entry $10. Trophies. Spectators $3.50, under 14 yrs. $1.50. CMC lic. req. Speedway 117, PO Box 995, Chula Vista, CA 92011. 714/420-7414.

Thursday

CMC NIGHT MOTOCROSS
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btw[illegible]ain St. exit & Railroad [illegible]. All classes, mini th[illegible]pen. Cash p.b. to Pros. New track under the lights. Entry $10. No gate fee. CMC pts. race. 714/557-3323; 676-4718.

CANCELLED

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. Santa Ana Fwy. at Sand Canyon, San Diego Fwy. at Irvine Center Dr. Gate open 5:00 p.m., prac. 6, race 7. Entry RACE memb. $6; non-memb. $8; Pros $15. Admission not included. Gate fee adults $3/students $2/kids $1. 30% brass. 100% Pro p.b. 714/552-5511..

WASHINGTON

AMA MOTOCROSS
Bellingham, WA. Exit 255 1 mi. E, L on Hannogan Rd., 1 mi. Mini thru Open classes. Entry $5.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

D-36 NIGHT ROUGH Scrambles
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. Brentwood, CA. Gates open 5 p.m., prac. 7, race 8. Entry $15 Ex., 80% p.b., $11 Sptsmn $11 30% brass. Spect. $4. D-36 numbers and colors a must. Tom Anderson 415/798-5695; 634-3328.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd., S of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro : Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro-Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, Euless, TX. 8:00 p.m. 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 214/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddelback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Money race $8/p.b. Free camping. P.R.C., PO Box 1294, Perris, CA 92370. 714/657-4879.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

AMA TT
Bellingham, WA, exit 255 off I-5, 1 mi. E on Hannegan Rd., 1 mi. 80/125/250/750cc classes. ¼ mi. Semi Pro TT. Entry $6.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

OREGON

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov. $6/Int. $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438. 668-4851.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

OREGON

OPEN SPORT RIDING/ FLAT TRACK/ MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

October 11

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, California. Corona Raceway. 91 Fwy. at Buchanan. all classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new Mem. Open 5:30, Prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

October 12

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. Cash to Pros, 30% brass to Sptsmn. Sign up 6:00, prac. 6:30, race 8:00 Anaheim Stadium Qualifier. Entry $10/$13 Pros. CRC memb. req. 213/830-7519.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

CRC ODYSSEY/ATC MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Practice 7p.m., race 8 p.m. 30% brass. Entry $9. CRC memb. req. 213/830-7519; 714/689-6114.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA Prac. 7 p.m., race 8. 30% brass. All classes. CRC memb. req. 213/830-7519; 714/689-6114.

October 12-13

D-36 SEMI PRO HALF MILES
Tulare, CA. Promotion will be handled by Tulare Trackmasters, 13485 Ave. 232, Tulare, CA 93274. Reverse program both nights. Open classs runs first. For more info: 209/686-2371; 229-2453.

October 13

D-36 SHORT TRACK
Monterey Co. Fairgrounds, Hwy. 1, Casa Verde off-ramp, Monterey, CA. All classes + minis. 100% Ex. p.b. Entry $6. No riders insurance. Prac. 6:00 p.m., race 8 p.m. 408/394-8225; 899-2401.

D-36 MOTOCROSS
Plymouth Raceway, Plymouth, CA. Hyw. 16 E from Sacto; Hwy. 49 N from Sonora & S from Placerville. Sat. a.m.; all Nov/mins/100cc Sptsmn & PP. Sat. p.m.; 125/250/Open Semi-Pro Ex, OT & Vets. This is the support program for National Amateur MX final on Sun. Entry Sptsmn. $15, Semi-Pro $15 purse + $5. Spectators $5 for 1 day/$8 for both. Camping $4 1 day, $5 both. Kids $1-$2. 100% p.b. of purse to Semi-Pros only. Jr. ride Sun. after Am. final. 209/267-0312.

CRRC 6 HOUR ENDURANCE RR
Texas World Speedway, College Station, TX. WERA sanctioned Lester Wheels Coup d'Endurance Series. $45/2-5 rider teams. Classes-500cc Prod, Open Prod., 500cc Superbike, Open Superbike, CRRC/WERA lic. req. $30 per yr. Registration 7-11 a.m., prac. 8-11 a.m., race starts noon. For more info: CRRC, 3305 Rochdale, Houston, TX 77025. 713/665-4741.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

October 14

AMA NATIONAL AMATEUR CHAMPIONSHIP MX FINAL
Plymouth Raceway, Plymouth, CA. Hwy. 16 E from Sacto. Hwy. 49 N from Sonora & S from Placerville. 100/125/250/Open pre qualified Ex. only. 125/250/Open Jr. support in p.m. Entry Am. Ex. $20, Jr. support $15. AMA cd. req. Spectators $5/$8. Camping $3/$5. Kids 6-12 $1-$2. For info: Charles Schafer 209/267-0312.

CRRC/WERA NATIONAL SPRINT RACES
Texas World Speedway, College Station, TX. WERA sanctioned. 14 classes. 5 Prod; 5 Superbike; 4 GP; up to 8 trophies per class. $16 1st class, $8 each additional class. CRRC/WERA lic. req. 130 per yr. Registration 7-11 a.m., prac. 8-11, race starts noon. For more info: CRRC, 3305 Rochdale, Houston, TX 77025. 713/665-4741.

DBSCA MOTOCROSS
Sayers MX Park, San Antonio, TX. From SA, take US 87 south to Sayers, TX. Take Stuart Rd. south 1½ mi. Follow signs. All classes. Split program. Mini/Nov 8:30 a.m. sign up. Int/Ex 12:30 p.m. sign up. 100% to Ex. Entry Ex. $10, Am. $7, gate fee $3. DBSCA, 8635 Standing Bear, San Antonio, TX 78242. 512/623-4945.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn, $13 Pros. 30% trophies, cash p.b. to Pros. Gates open 7:00 a.m., prac. 8, race 9. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry 19. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AMA 20th ANNUAL MILE HIGH NATIONAL ENDURO
Chippeway Park, New Mexico. Limited to 300 riders. Entry $18, 3-man teams $5 per rider extra. AMA cd. req. Closing date Sept. 15, 1979. all enduro classes. Send ck. or m.o. with 2 legal size SASE to Prairie Dawg MC, PO Box 1192, Alamorgodo, NM 88310. entry info: 505/437-3809 after 6 p.m. Course info: 505/648-2408; 437-7803 after 6 p.m.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. FOR INFO: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

D-37 DESERT MC HARE SCRAMBLES
Anderson Dry Lake, CA. Limed from Y Cafe in Lucerne Valley, CA. Bginr. Trail Nov. go one loop. CANCELLED Entry $11. Start 10:00 a.m. For info: Desert MC, 5192 Princeton, Westminister, CA 92683. 213/355-6078.

CRC ENDURO
Lucerne Valley, CA. Limed from the "Y" Cafe. A,B, & C riders welcome. Pre entry $12, post $15. Non-members $2 extra. yamaha enduro series. Mini & women go 1 loop, al others 2 loops. Pre entry mail $12 & 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503 CRC enduro pts. 714/689-6114.

ARRA ROAD RACE
Willow Springs, CA. N. Hwy 14 to Rosamond. Go W. 5 mi. Classes-GP Prod., Vintage, Cafe, 4 stroke GP. Entry $18 & $9 pre, $22 & $11 post. Join & race same day. Spectators welcome. Info: 3407 W. Olive, Burbank CA 91505. 213/842-7433.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. Entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4 D-36 numbers & colors a must! Tom Anderson 415/798-5695; 634-3328.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

ERA/PARA MOTOCROSS
At Franklin on Territorial Rd, Cheshire, OR. Hwy. 99 N to Cheshire/Hwy. 36 cut off; L at yellow light, 6 mi, L on Territorial Rd. Track is on L. Baja cars will also run. Sign in 10:00 a.m., prac. 11, race noon. Pros $10, Am. $6. Must be PARA memb. to race any class. 100% Pro p.b. For info: Emerald Racing Assoc., 2810 Dahlia Ln., Eugene, OR 97404. 503/688-1274.

PARA/WASHOUGAL MOTOCROSS
Camas Hwy. E of Vancouver, WA to Washougal, WA. Follow signs. Gate open 7 a.m., race 10 a.m. Entry $8 Jr/Nov; $13 Pros. $3.50 gate fee. 50% Pro p.b. by moto down 8. 30% brass. For info: PARA, 7100 S.W. Hampton, Suite 121, Tigard, OR 97223. 503/620-5301.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos. Cash p.b. to Pros, 30% brass to Sptsmn. Anaheim Stadium Qualifier. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/653-5840; 653-7979; 653-4558.

ADRA 4TH ANNUAL SYCAMORE CREEK
Arizona. For Info: ADRA, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

NMA/KAWASAKI FALL NATIONALS MX SERIES
Saddleback Park, Orange, CA. 4 race series, three 1980 Kawasaki's to be awarded. Classes for PeeWees, 60cc Jr. cycles, 80cc minis, 100/125/250cc mc's. Ages up to 11 & 12 yrs. for minis. Up to 18 yrs. for mc's. Gate opens 6:30 a.m., prac. 8, entry $15 mail $10 for PeeWees. No memb. req. Call for entry forms. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

FREMONT MOTOCROSS PRACTICE
Fremont Raceway, Fremont, CA. Hwy. 17 to Durham Rd. Track will be prepared & open for all day prac. Hours, 9-5. $5 entry fee. All bikes, no minis. Info: ZAP Promotions 415/355-4760; 651-2546.

SDRA MOTOCROSS
STar Track, El Paso, TX. From dwntn. El Paso, take I-10 N to Mesa exit, L (west) on Mesa to NM 273. R on NM273 for 2 mi. Track is on R. Gate opens 8 a.m., prac. 9:30, race 11 a.m. Entry mini-mini $5/Ex. $9/all others $7. $2 gate fee. $300 purse/$100 per class, 7 riders per class min. 100% p.b. for less than 7 riders. 33% brass Nov/Am. Southwest Dirt Riders Assn., 239 Alvarez, El Paso, TX 79932.

MOTOCROSS
Canyon Raceway, Phoenix, AZ 1 mi. W of 99th Ave. & Carefree Hwy. Beg. thru Ex. classes. 100% Ex. p.b. Entry $10/$14. Gate opens 6 a.m. prac. 7:30 T. Timmons, PO Box 1594, Black Canyon Stage, Phoenix, AZ 85029. 602/247-9160, ext. 86.

October 19

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $8 Sptsmn., $11 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. Entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36 numbers & colors a must! Tom Anderson 415/798-5695; 634-3328.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

SUN. OCT. 28
80s & UP
OVERNIGHT PARKING
Sunrise Valley Cycle Park
LOCATED ON HWY 395 ADELANTO, CA.

PRIZES FOR BEST COSTUMES
MAN, WOMAN — BOY, GIRL (under 12)

RIDER TROPHIES!!!
PRIZES INCLUDE: ACCESSORIES & MERCHANDISE FROM — SHIRTS BY SIMI, TERRY CABLE, VICTORVILLE SUZUKI, B & B CYCLES & MORE!

ENTRIES OPEN SEPTEMBER 1, 1979 UNTIL OCTOBER 21, 1979 - $15 / POST ENTRIES $20
SUPER EXPANDED PARK COURSE
FOR MORE INFORMATION CALL (714) 245-7339 — — PARK GATE OPENS AT 7 a.m. — — FIRST RACE 9:30 a.m.

ENTRY FORM FOR GHOSTRIDERS GRAND PRIX — SUNDAY, OCTOBER 28, 1979
MAIL ENTRY TO: 973 Deercrest, Devore, CA. 92407

NAME AGE M/F RIDING NO.
TYPE BIKE SIZE BIKE PHONE NO.
ADDRESS
CITY STATE ZIP

ODDESSY's ATC's WELCOME
FINISHER PINS

CLASSIFICATION			
BEGINNER		EXPERT	
NOVICE		AMATEUR	
INTERMEDIATE		PRO	
WOMAN		VET	

CHECKS PAYABLE TO: SUNRISE VALLEY
FINISHER PINS

WAIVER IT:DEMNIFICATION AND RELEASE OF LIABILITY AND AGREEMENT RELATING TO THE GHOST RIDERS GRAND PRIX

I, the undersigned, do hereby for myself, my heirs, executors and assigns, release, remise and forever discharge and agree to indemnify and hold harmless the Sunrise Valley Cycle Park, and its Officers, Agents, and Employees, of and from any and every claim, demand action or right of action of whatsoever kind of nature and any cost, loss or expense in connection therewith arising from participation in The Ghost Riders Grand Prix, or any related facilites. Including any claims or demands for injury or death of any person or any damage to or destruction of any property resulting from or claimed to result from or arise out of any accident or occurance during or in connection with said event, including specifically such as may arise out of or be claimed to arise out of negligence on the part of said Sunrise Valley Cycle Park, its Officers, Agents, or Employees.

I have read the foregoing waiver, indemnification and release and fully understand that NO Officer or Agent or Employee of Sunrise Valley Cycle Park is authorized to vary the terms or provisions of this instrument or to make any representations contrary to the provisions thereof. IF UNDER 18 YEARS OF AGE, SIGNATURE OF PARENT OR GUARDIAN IS REQUIRED.

SIGNATURE OF APPLICANT
NOTARY
SIGNATURE OF PARENT OR GUARDIAN (IF UNDER 18 YRS. OF AGE)

SUN

Coors presents . . .
SUN GRAND PRIX
OCTOBER 28, 1979
$1,000 Pro Purse
Phoenix International Raceway
Phoenix, Arizona
All Classes - Including Sidecars
For information: (602) 956-1514 . (602) 945-4433

Cycle News want ads are CHEAP! see Want ad blank.

CRC MOTOCROSS RACE SCHEDULE

Oct. 12 — Indian Dunes
Anaheim Qualifier
Oct. 14 — Saddleback
Anaheim Qualifier
Oct. 14 — Tulare
Anaheim Qualifier
Every 2nd & 4th Friday Nights
Indian Dunes Motocross
Membership Required
213-830-7519

Open 7 Days 714-558-1584
CMC-MX, ITA Trials } 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

CRC DESERT RACE SCHEDULE

Oct. 21 — ITT G.P.
Indian Dunes
Double CRC Points
Nov. 4 — Rosarita G.P.
Baja
Double CRC Points
Nov. 18 — Hare Scrambles
Red Mountain
Dec. 2 — Hare Scrambles
Lucerne

CRC Membership Required
for info call
(714) 689-6114

CMC Night Nationals

Friday Night - October 26
$3,300. Pro Purse Paid By Moto
Over $6,000. Combined in Cash & Prizes

Entry Fees: $10 Pro or Sportsman if qualified
$15 Pro or Sportsman if not

All Classes Welcome; Minis, Jrs., Intermediates, & Pros
General admission $5.00
Kids 6-12 $1.00
Kids 5 yrs. & under Free

Back Gate (Rider Entrance) Opens 5:00 P.M. Closes 6:30 P.M.
Front Gate Opens At 6:00 P.M.
First Race Starts 7:30 P.M.

All Riders Enter Off Of Arrowhead Avenue

STADIUM MOTOCROSS

San Bernardino, California
Orange Show Fairgrounds

Presented By American Raceways, Inc.
Phone (213) 446-0969 or (213) 446-2241

CMC Sanctioned

Cycle News want ads work

PRESIDENT'S GRAN PRIX

Presented by **ITT Diversified Credit Corp.**

$3000 PRO PURSE

125 — 250 OPEN 1st $290, 2nd $205, 3rd $170, 4th $135, 5th $100, 6th $60, 7th $40

$1200 SPORTSMAN CERTIFICATES

Redeemable at:

CANOGA PARK SUZUKI OR HOUSE OF SUZUKI

20% TROPHIES
SUPERB FINISHER PINS
ANAHEIM QUALIFIER

OCTOBER 21, 1979

★Double CRC Desert MX Points★

8 AM — ALL MINI
9 AM — CRC VETS, JR SR, SR, WOMEN
10 AM — 0-200 BEG — NOV
11 AM — 125-250 — OPEN PRO
12 NOON — SPECIAL DEALERS RACE
(30 Min race all finishers receive jackets)
12:30 PM — ITT PRO TROPHY PRESENTATION
1 PM — ATC — ODYSSEY
2 PM — 0-200-250 — OPEN INT (AM)
3 PM — 250/OPEN BEG
4 PM — 250/OPEN NOV

Mail Entries Now
Use any entry blank
CRC Membership not required

SEND TO: CRC
24518 Island Ave.
Carson, CA 90745
MAIL ENTRY $15.00 SPORTSMAN
POST ENTRY $20.00 SPORTSMAN
MAIL ENTRY $25.00 PRO
POST ENTRY $35.00 PRO

Mini 100 125 250 Open Vets Women plus ATC's ODYSSEYS

CRC (213) 830-7519
INFO (714) 689-6114

INDIAN DUNES

October 19-20-21

5TH ANNUAL VENTURA CUSTOM CAR & M/C SHOW
Ventura County Fairgrounds, California. Info: R.G. Canning Productions, P.O. Box 400, Maywood, CA 90270. 213/587-5100 or 588-1934.

October 20

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $8 Sptsmn, $11 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8. AME lic. req. All classes. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Sprockets Park, Bakersfield, CA. Post entry $8. Gates open 6:00 p.m., prac. 7, race 8. Free o/n camping. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SHORT TRACK
Monterey Co. Fairgrounds Hwy. 1, Casa Verde off-ramp, Monterey, CA. All classes + minis. 100% Ex. p.b. Entry $6. No riders insurance. Prac. 6:00 p.m., race 8 p.m. 408/394-8225; 899-2401.

October 20-21

D-37 AMA/SRA CAL CITY GP
California City, CA. Limed from Hwy. 14 & Cal City turnoff. All classes & hacks, one entry fee. $20 mail, $30 post. Mail extended to Oct. 15. 20% trophies, finisher buckles. 20 mi. of new course & some paved streets in town. Sat. 8 a.m. 0-200cc Nov/Beg & underclassified; 11 a.m. all Vets (30 yrs. +). 2 p.m. 0-200cc Am/EX. all hacks. Sun. 8 a.m. All Sr/Women. 11 a.m. 250-Open Nov/Beg & unclassified. 2 p.m. 250-Open Am/Ex. Send 3 SASE (#10) & entry to: So Cal MC, 7904 Glenoaks Blvd., Sun Valley, CA 91352. Richard 213/998-7632 (day); Rory 213/375-1336 (eve.)

October 21

NMA/KAWASAKI FALL NATIONALS MX SERIES
Sunrise Valley Cycle Park, Adelanto, CA. N on I-15 to 395, N 10 mi. 4 race series, three 1980 Kawasakis to be awarded. Classes for PeeWees, 60cc Jr. cycles, 80cc minis, 100/125/250cc mc's. Ages up to 11 & 12 yrs. for minis. Up to 18 yrs. for mc's. Gate opens 6:30 a.m., prac. 8. Entry $15 mail, $10 for PeeWees. No memb. req. Call for entry forms. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

PENASCO 15 ATC RACES
Puerto Penasco Mexico, Rocky Point Mexico, on the Sea of Cortez. All ATC classes welcome. Trophies, pins, short course, lap races. Entry $7 per class. Entry deadline Oct. 15. Send entry & fee with 2 SASE to ADRA, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

D-36 SHORT TRACK
Salinas Airport, Salinas, CA. Hwy. 101 & Airport Blvd. All classes + minis. 100% p.b. to Ex. Entry $6. Prac. 10:30 a.m., race noon. Class C traction, full leathers. For info: Bob Rosa, 84 Carlton Dr., Monterey, CA 93940. 408/899-2401; 394-8225.

THA/EDITH NICHOLS BENEFIT HILLCLIMB
Satan Staircase, Millsap, TX. I-20 W out of Ft. Worth exit N at exit 394 on to FM 113 to Millsap. At Millsap take FM 3028 W approx. 3 mi. Sign up 9-10:30 a.m., climb. 11:00. Gate fee $3.50. All classes 80-1000cc 4-wheel drive competition in 2 classes & 1 class of Dune Buggys. 400 ft. climb, 6 steps. All proceeds will be donated to family of Edith Nichols-donations greatly appreciated. For info: Texas Hillclimbers Assn. 214/339-1238; 339-6074.

CRC $4200 PRESIDENT's CUP GRAND PRIX
Indian Dunes, Valencia, CA. $3000 Pro purse, $1200 in gift cerfiticates to Sptsmn. Spnsd. by ITT. Dbl. CRC Desert & MX pts. 50 min. races. Mail entry to CRC, 24518 Island Ave., Carson, CA 90745. Mail entry $15 Sptsmn; $25 Pros. Pst $20 Sptsmn; $35 Pros. No memb. req. 213/830-7519.
Anaheim Stadium Qualifier

SEARS POINT TRANS-USA MOTOCROSS
Sears Point Raceway, Highways 37 & 121, Sonoma, CA. Final race of series. For ticket & race info: 707/938-8448.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m. sign up 8-9, prac., 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 448-7885.

D-36 MOTOCROSS
Winnemucca, Nevada. Calder Cycle Park. 2 mi. W. of town, old Hwy. 40. All classes. Am. $11, Semi-pro $20 (Nov. 4 only), spec. $3. Nov. 4 150% p.b., $20 entry, $11 am. Sign-up 7-8 am, prac. 8-9 am, 1st moto 9:30 am. 3 race series. Give away 1979 Kawasaki KX250 (Must finish 1 moto at each date. D-36 rules apply. Info: P.O. Box 1239, Winnemucca, N 89445. 702/623-3577 after 5 pm.

MOTOCROSS
Boise, ID. Owyhee MC. Harrison Blvd. to Bogus Basin Rd., L on Cartwright Rd., follow signs 3 mi. Prac. 8 a.m., race 10. Info: P.O. Box 733, Boise, ID 83701. 208/376-3894; 375-5956.

MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1 mi. W of 99th Ave. & Carefree Hwy. CANCELLED thru Ex. classes. Ex. p.b. Entry $10/$14. Gate opens 6 a.m., prac. 7:30 T. Timmons, PO Box 1594, black Canyon Stage, Phoenix, AZ 85029. 602/247-9160, ext. 86.

October 25

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, CA. Corona Raceway. 91 Fwy. at Buchanan. All classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new mem. Open 5:30, prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

October 26

CMC NIGHT MX NATIONALS
Orange Show Fairgrounds, San Bernardino, CA. SB Fwy. to 15E, Orange Show Road. 8:00 p.m. All classes, Pros & Amateurs. $3,300 Pro purse. Entry $10/$15. Qualifiers on Oct. 5, 12, 19. Entry $10 (qualified), $15 (not qualified). For further info: American Raceways, Inc., PO Box 3072, Arcadia, CA 91006. 213/446-0969.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA Prac. 7p.m., race 8. 30% brass. All classes. CRC memb. req. 213/830-7519; 714/689-6114.

CRC ODYSSEY/ATC MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Practice 7p.m., race 8p.m. 30% brass. Entry $9. CRC memb. req. 213/830-7519; 714/689-6114.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International tgrack. Cash to Pros, 30% brass to Sptsmn. Sign up 6:00 p.m., prac. 6:30, race 8:00 p.m. Entry $10/$13 Pros. CRC memb. req. 213/830-7519.

D-36 NIGHT ROUGH SCAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

October 27

D-37 CHECK CHASE HARE & HOUND
Ludlow to Parker, AZ. Limed from Ludlow, CA. All classes. Entry $22. Pros to point. 8:00 a.m. start. Mail entry only. Check M.C., 13742 Borden Ave., Sylmar, CA 91342. 213/986-4904. CANCELLED

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

D-36 SHORT TRACK
Monterey Co. Fairgrounds, Hwy 1, Casa Verde off-ramp, Monterey, CA. All classes + minis. 100% Ex. p.b. Entry $6. No riders insurance. Prac. 6:00 p.m. race 8 p.m. 408/394-8225; 899-2401.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1 st. place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

October 27-28

COORS/SUN GRAND PRIX
Phoenix International Raceway, 115th Ave & Baseline Rd., Phoenix, AZ. Off-road, Pros, Pro sidecar races. $1000 purse to Pros. entry $18 & $35. All classes welcome Nov/Beg/Women 8:00 a.m.; sidecars 11:30 a.m.; Pros Ex, Am, Sr 1:00 p.m. Participation pins, finisher pins. All races 100 mi. New course, desert, MX mud, asphalt, water & no dust terrain! Riders ins. O/N camping. For info: A.H. Tellier, 8302 E. Camelback, Scottsdale, AZ 602/956-1514.

THE PAT JACOBSON MOTOCROSS RACE
Spanaway Speedway, Spanaway, WA. $3000 Pro purse. Proceeds from race will go to offset costs for Pat's recovery & rehabilitation. Gates open Sat. 6 a.m., prac. 7:30-8:30, race 9. Sun. gates open 6, prac. 6:30-7:45, race 9 a.m. Amateur donation entry $18 per class inc. 2 day pass. Pro donation entry $25 per class inc. 2 day pass. PeeWee donation entry $10 inc. 2 day pass. $2 discount for pre-entry per rider. US Suzuki Team riders will ride for Pat. Entry & fee to Pat Jacobson MX Race, 35020 Military Rd. South, Auburn, WA 98002. 206/833-4615; 573-3119.

U.S. OFF ROAD GRAND PRIX
Fresno Fairgrounds, Fresno, CA. All AMSA 4/wheel, motorcycle & Odyssey classes. Racing starts 11 a.m. Entry fee $150, 70% total p.b. in class. Alta Baja Championship Series of Off-Raod Racing. Sponsored by Claude's Buggies, presented by American Motor Sports Association. P.O. Box 5473, Fresno, CA 93755. Special Grand Championship event-fastest 30 finishers by time & no. of laps regardless of class. 30 min. event. No entry fee, $2500 purse. For info: 209/439-2114.

October 28

SDRA MOTOCROSS
Star Track, El Paso, TX. From dwntn. El Paso, take I-10 N to Mesa exit, L (west) on Mesa to NM 273. R on NM273 for 2 mi. Track is on R. Gate opens 8 a.m., prac. 9:30, race 11 a.m. Entry mini-mini $5/Ex. $9/all others $7. $2 gate fee. $300 purse/$100 per class, 7 riders per class min. 100% p.b. for less than 7 riders. 33% brass Nov/Am. Southwest Dirt Riders Assn., 239 Alvarez, El Paso, TX 79932.

SRA GRAND PRIX
Carlsbad Raceway, Carlsbad, CA. Palomar Airport Rd. off 405 Fwy. All classes. Finisher pins, 20% trophies. Post entry $12. Non-member. add $1. 0-200cc & all Srs. prac. at 8 a.m., race in a.m. 201-Open prac. at 12:30 p.m., race in p.m. 714/828-1358.

ZAP/CMC MOTOCROSS
Fremont Raceway, Fremont, CA. Take Hwy. 17 to Durham Rd. exit, go W 1 blk. All classes, mini-Open. Nov/Int/Pro. Entry $12 ¾ Sptsmn, 30% brass. $17

Pros, $15 pay back. Sign up opens 7 a.m., prac. 8, race 9:30 a.m. Gate opens 7. No o/n camping. ZAP 415/355-4760; 651-2546.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn, $13 Pros. 30% trophies, cash p.b. to Pros. Gates open 7:00 a.m., prac. 8, race 9. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

BIG BOOT AMA NATIONAL ENDURO
Eureka, CA. D-36 pts. "100" mile AMA National Championship. 750 max. rider limit. Entry now open. 1st rider out 8:01 a.m. Entry $15 per rider/ $3 extra for 3-man team. Mail entry closes Oct. 15, 1979. For entry blank or info: Far West M.C., 2637 Spring, Eureka, CA 95501. 707/822-3654 or 443-4090 after 6:00 p.m.

GHOST RIDERS GRAND PRIX
Sunrise Valley Cycle Park, 1 mi. N of Adelanto, CA on Hwy. 395. All classes. Mail entry $15, post $20. For info: George Spellman, 973 Deercrest, Devore, CA 92407. 714/887-1556.

OMRA HIGH DESERT 100
Twenty mi. E of Bend, OR on Hwy. 20. Close to Hwy., follow signs. Riders meeting 9:30 a.m., Ex. start 10, Am. go at 10:30. Entry $20 pre/$25 post after Oct. 15, 1979. Classes: 100cc Trail (50 mi. send ½ entry fee). thru Open Am/Ex. OT class. $100 to OA winner, 30% Am. trophies, 50% Ex. trophies. OMRA Desert pts. Finisher pins to first 250 finishers. OMRA memb. req. for Oregon residents. Spk. arr. & sil. req. Sned 2 SASE & entry check or MO to Cascade MC, PO Box 11 Bend, OR 97701. 503/389-3795; 382-0061; 382-3827.

D-36 MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacto on Hwy. 70. Entrance to track at 1st & F St., at S end of Marysville. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry Sptsmn. $12, Ex. $3 plus $15 to purse, free camping. For info: Charlie Sexton 916/695-2727; 695-2088.

NMA/KAWASAKI FALL NATIONALS MX SERIES
Indian Dunes, Valencia, CA. N on I-5 to Rte. 126 W, 1 mi. 4 race series, three 1980 Kawsakis to be awarded. Classes for PeeWees, 60cc Jr. cycles, 80cc minis, 100/125/250cc mc's. Ages up to 11 & 12 yrs. for minis. Up to 18 yrs. for mc's. Gate opens 6:30 a.m., prac. 8. Entry $15 mail, $10 for PeeWees. No memb. req. Call for entry forms. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36 numbers & colors a mujst! Tom anderson 415/5695; 634-3328.

ERA/PARA MOTOCROSS
At Franklin on Territorial Rd., Cheshire, OR. Take Hwy. 99 N to Chshire/Hwy. 36 cut off. L at yellow light then 6 mi., turn L on Territorial Rd. Track is on L. ERA dlb. pts. Sign in 10:00 a.m., prac. 11, race noon. Pros $10, Am. $6. 100% Pro p.b. PARA memb. req. For info: Emerald Racing Assoc., 2810 Dahlia Ln., Eugene, OR 97404. 503/688-1274.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

CMC MOTOCROSS
Elsinore Raceway, Elsinore, CA. Hwy. 71 off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. All classes, minis thur Open. Post entry only. $10/$13, $4 gate fee. CMC pts. race. 714/557-3323; 676-4718.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. For info: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. Across from Long Beach Naval Base, 1 blk. E of Vincent Thomas Bridge. All classes. 30% brass. Entry $8, Pros $14, gate fee $3. Prac. 7:30-8:30 a.m., race starts 9:00 a.m. 213/547-1818.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail,, $15 post. Mail entry to: CMC, P.O. 1402, Costa Mesa, CA 92626. 714/557-3323.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

November 4

NMA/KAWASAKI FALL NATIONALS MX SERIES
Elsinore, CA. Hwy. 71 to Elsinore. 4 race series, three 1980 Kawasakis to be awarded. Classes for PeeWees, 60cc Jr. cycles, 80cc minis, 100/125/250cc mc's. Ages up to 11 & 12 yrs. for minis. Up to 18 yrs. for mc's. Gate opens 6:30 a.m., prac. 8. Entry $15 mail, $10 for PeeWees. No memb. req. Call for entry forms. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

CHECKPOINT MC "THE ENDURO"
Near Randsburg, CA. 3 loops approx. 100 mi. total. 1st loop for everyone inc. minis, approx. 30 mi. 2nd loop for A/B/C's & women, no minis, approx. 40 mi. 3rd loop for A/B riders only. No C's or women. 3 SASE & entry to Bob Lindgren, 15920 Rushford St., Whittier, CA 90603. $8.50 C's/Women/minis. $15 A/B 3 man team add $1 per rider. Post entry add $2. Drawing 8 p.m., Oct. 25 at Carnation Restaurant, 2910 Yorba Linda Blvd., Fullerton, CA. 213/943-6357; 691-4622 after 6 p.m.

November 18

AMA 4-STROKE U.S. NATIONAL MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Open Pro class; Pro sidecar; 0-151/151-360/Open Sptsmn; Dinosaur/Twin class Special Vintage (1970 & older); special women's class; Old Timers (a) 25-34 (b) 35 & up. $1500 Ex/ Pro purse. 100% p.b. to sidecars, + $100 bonus. 2-20 min + 2 laps motos. Will use full International GP course. For entry, tickets & info: 4-Stroke Championship, PO Box 1592, La Jolla, CA 92038. 714/452-1783; 968-2124.

Road Runs

October 13

ABATE OF NEBRASKA LCC BIKE SHOW
First Annual Lincoln Correctional Center Bike Show, S.W. 33rd & West Van Doren Streets, Lincoln, NB. Attendance limited to persons bringing in a bike & a guest. Entrys to ABATE of NB, PO Box 30332, Lincoln, NB 68503, by Sept. 28. Arrival time 9-11 a.m. For info. cntact ABATE of NB at address above.

October 14

HUNTINGTON PARK ELKS BENEFIT POKER RUN
Sign in 7-9 a.m., Town & Country Honda, 6101 Atlantic Blvd., Maywood, CA. SCMA sanctioned. Adults 16 (16 & up), Jrs. $5 (11-15), Kids $4 (10-& under). Includes dinner at the Lodge, free coffee & donuts. Pins, games, trophies, raffles, etc. $100 to be given away on the run. Mail in deadline Oct. 1, 1979. H.P. ELks Roadriders MC, PO Box 2082, Huntington Park, CA 90255. 805/483-7001; 213/927-5446; 773-8304.

October 27-28

8th ANNUAL GRIFFITH PARK SIDECAR RALLY
Crystal Springs, Griffith Park, Los Angeles, CA. Sat. afternoon set up, overnight camping, Sun. 10 a.m. Rally. For info: Doug Bingham 213/780-5542; Griffith Park Rangers 213/665-5188.

October 28

GAMBLERS 300 TOUR
Sign in at Big 4 Cycle, 10355 E. Alondra Blvd., Bellflower, CA. Sign in 6-9 a.m. Adults $6, Jrs. $5, kids $4. SCMA memb. 50¢ discount. For info: 714/897-3612; 213/863-0181.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

CRC PROUDLY PRESENTS

1st ANNUAL CRC ANAHEIM STADIUM

WESTERN STATE AMATEUR CHAMPIONSHIP

MOTOCROSS

SUNDAY, NOVEMBER 18, 1979

$2100 PRO PURSE

AMATEUR MOTOCROSS CHAMPIONSHIP — ANAHEIM STADIUM

Qualifier Series Dates

Entries Limited to 1000 Riders

10-12 Fri. Nite	INDIAN DUNES
10-14 Sun.	SADDLEBACK
10-14 Sun.	TULARE
10-19 Fri. Nite	CORONA
10-21 Sun.	G.P. INDIAN DUNES
10-28 Sun.	SADDLEBACK
11-4 Sun.	CARLSBAD

THE LAST CHANCE SUBURU QUALIFIER

60 80 100 125 250 OPEN CRC VETS

In conjunction with Coca-Cola MOTOCROSS FINALS ANAHEIM STADIUM SATURDAY, NOV. 17

Tickets available at Ticketron

ANAHEIM QUALIFIERS: OCTOBER 12, 1979
INDIAN DUNES
—FRIDAY NIGHT MX—

THIS WEEK OCTOBER 14, 1979
SADDLEBACK
—SUNDAY MOTOCROSS—

Top Riders in all classes will qualify for the Stadium Race at any or all of the qualifiers.

INFO: (213) 830-7519

POST ENTRY ONLY
Pro Entry $13.
Sportsman Entry $10.

CRC MEMBERSHIP REQUIRED

RIDE WITH THE FAST ONES

NEW Veterans Division (ages 30-39)

DISTRICT 37 COMPETITION RIDER AMA

Call Referee 714-496-8779

RACERS Hot Line 213-598-0615

Oct. 7 — Double XX Enduro
Oct. 14 — Desert MC Hare & Hound
Oct. 20 & 21 — So. Cal. MC Grand Prix
Oct. 27 — Checkers Hare & Hound
Nov. 3 & 4 — Checkpoint Enduro

The latest on two wheels - Cycle News

DeAnza Cycle Park Racing Club
MX Racing Every Sunday — Membership Not Required
Member Sportsman $8.00 — Member Experts $12
Non-member add $2
Points to members
100% trophies to Minis & Pee Wees 50% trophies to Vets
Plus 30% trophies to Sportsmen—same day brass
Park fees-bike & rider $4, spectators $4, Why pay more?
Free overnight camping—pay once, stay all weekend
Gate opens 6:30 — Practice 8:30 — Race 9:30
Weekdays & Sat. (714) 653-4558 Sun. (714) 653-7979

Oct. 14 Indian Dunes
A.M.E.
P.O. BOX 1421, RESEDA, CA 91335
213/881-5778

CRC ENDURO EVENT SCHEDULE

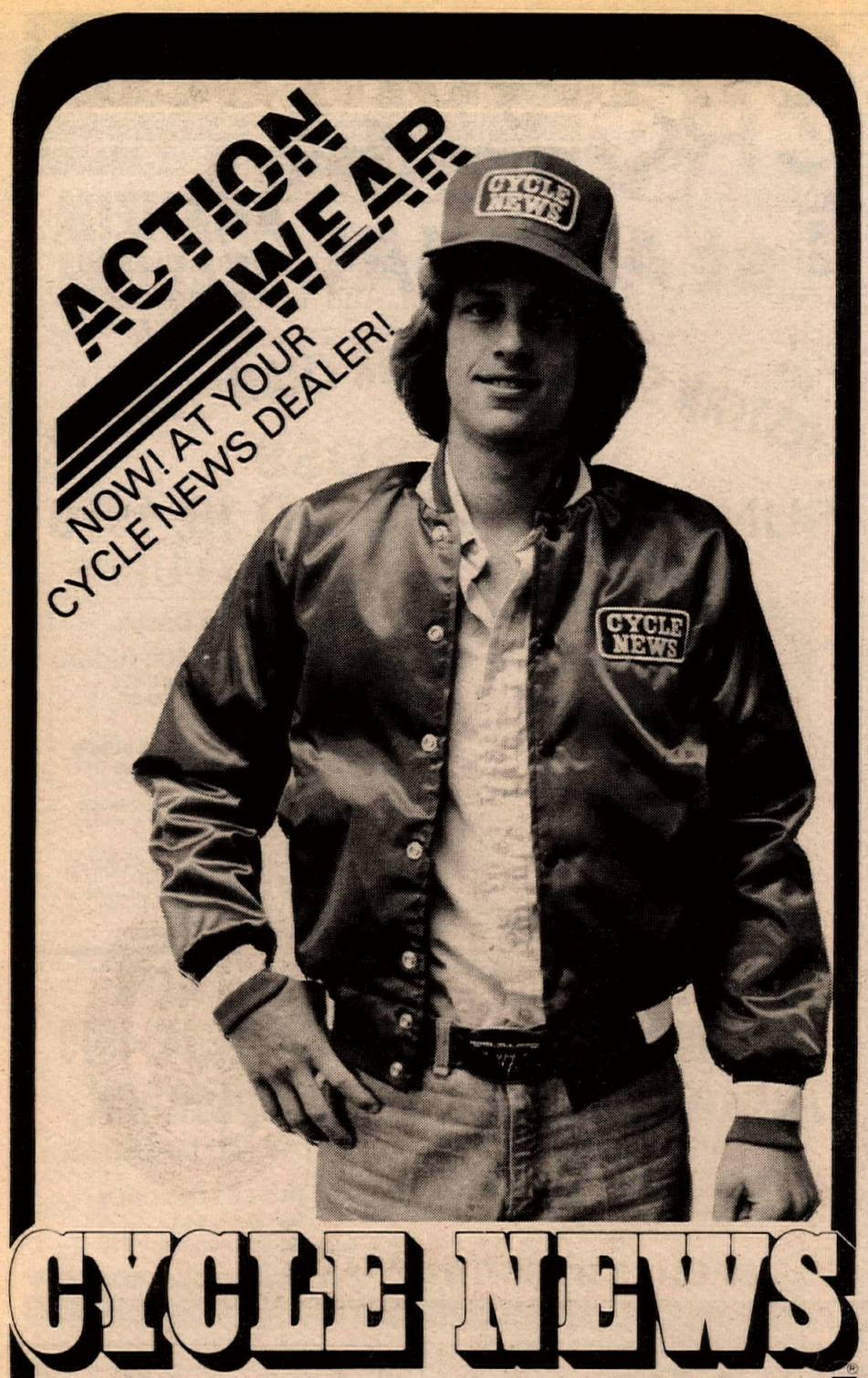
YAMAHA ENDURO SERIES

Oct. 14 –Gullywhomper Enduro
Lucerne

Nov. 11–Iron Horse Enduro
Red Mountain

Dec. 9–Santa Claus Enduro
Lucerne

High Point Rider Wins New IT-175 YAMAHA for info call (714) 689-6114



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			Grand Total	

(Continued from page 2)

3.) At least three portions of the proposed route can not be verified as following existing vehicle routes, as required by the California Desert Vehicle Program. Those portions include:

- from the start to the pole line road,
- from east of the tank track berm to the west edge of the lava beds, and
- east of Amboy Road to the pole line road.

I recognize that nature may eliminate evidence of parts of roads or trails, but the proposed route includes areas where no ***current*** evidence of an existing vehicle route can be found for miles.

4.) During the environmental assessment process, a high densities (sic) of potentially significant cultural resources were documented in the sand dunes area near Cadiz Lake. A race through these sites, on other than clearly identifiable roads, would jeopardize their integrity.

The approved route described above offers an opportunity for a long distance, point to point race from Ludlow to Parker. It avoids sensitive natural and cultural values, and appears defendable against any legal challenges.

This event allows for baseline monitoring of start, pit, and finish areas, as well as readings of established monitoring plots on the Parker 400 course.

My staff and I look forward to working with you to produce a successful 1979 Check Chase race. Please accept my offer to provide whatever assistance we can.

Sincerely,
Gerald E. Hillier
District Manager

Dear Mr. Hillier:

Your letter of Oct. 2 was very disappointing. You had indicated in our conversation of Oct. 1, that you would telephone me on Oct. 2, with possible alternatives. I've heard nothing from you but your letter.

Your proposed course was never a course suggested by the Checkers and we must categorically reject it for the following reasons:

1.) Safety. The route is mostly graded roads and because of the speeds possible it would be certain to cause severe injuries and possibly some deaths and we therefore cannot subject riders to these probabilities.

2.) This was to be a competitive off-road event, yet the proposed route can easily be negotiated on regular street bikes. The course could in no manner be considered off-road and could not be classified as a desert race course.

3.) We have continually advised that permission to cross the railroad tracks four times would be impossible to obtain. We've tried and were rejected. Their risks are multiplied by the number of crossings and the safety of the participants must also be considered.

In spite of having discussed this railroad problem with you, you've chosen to ignore it and have offered us a course on which you must have known there was little likelihood of having a race. Therefore, what have you given us?

Your reasons for rejection of the proposed course are flimsy and invalid. Your Item No. 3 was discussed and we offered course alternatives which should be suitable. We agreed to an alternate start eliminating the first problem. We advised you of the clearly defined road beyond the tank berm to the lava beds 200 yards south of the present course. We also have indicated a road appearing on the 15 minute topos from Amboy Road to the pole line south of Bristol. We can show you the road. We agreed to a course alteration to the graded road just east of the dunes, notwithstanding that the ICMP designates the 1972 Check Chase course through the dunes. I therefore question if the BLM is acting in good faith since I believe these to be viable alternatives which you have not addressed.

Also your Items No. 1 and 2 cause us to further question your good faith. You were aware of all the NEPA requirements during the discussions on this race, including your request for financial assistance which was given by the AMA and District 37, yet no mention or consideration of this problem has been given till now. You obviously can pass judgment on this requirement which you chose to ignore until such time as you find it a convenient excuse.

With regard to the route passing through the Wilderness Study Area you, as District Manager, can issue permits if in your judgment the use will not materially alter the area. Since there is great evidence of tank trails, jeep trails, berms and garbage and a road exists which can be used as the course, it should be within your prerogative to issue a permit since it would be difficult to impact the area further.

Needless to say, we are extremely disappointed not only in your inability to understand our needs but in your having misled us in our negotiations. Because of the lack of sensitivity and cooperation from the BLM, you are driving motorcyclists to protest in the form of the Duck Run and other such forms of protest that in the end will be much more damaging.

Sincerely,
ROBERT TERRAZAS
Checkers M.C.

Throughout the week of Oct. 1-5, motorcycle representatives, including Rob Rasor of the AMA and Jim Wells of the D-37 Legal Defense Task Force, worked to provide an alternative course suitable to both sides. However, despite long hours, many of them spent out in the desert, their efforts were unsuccessful. But Wells indicated to ***Cycle News*** that progress was made, and that as a result of some of the ground work, meetings and negotiations that have been held, chances of running a similar race to the one proposed by AMA and the Checkers are improved for the future. ●

RESULTS

KCIR Motocross
Kansas City, MO
Aug. 24, 1979
By Mini Mania

PEE WEE
J.D. Black Suz
JR MINI
Jeff Emig Yam
Rodney Helfery Suz
MINI 11 & UNDER
Chester Otey Suz
Shawn Schuyler Suz
Brian Emig Yam
MINI 12 & 13
Bart Shiflett Suz
MINI 14 & 15
Robby Peters Kaw
Jim Rose Suz
100cc
David Baxter Yam
Jack Fletcher Yam
Bubby Buso Suz
125 BEG A
Gary Heishman Suz
Tom Doughty Yam
Skip Ross Yam
Wayne Johnson Suz
125 BEG B
Vince Boucher Suz
Dave Perky Suz
Kevin Huff Suz
Rick McPherson Suz
125 INT
Brad Hallak Suz
Darryl Liberty Suz
Jack Lambert Yam
Paul Exposito Yam
Shannon Hetzel Suz
125 EX
Jeff Schumacher Yam
Joe Burke Suz
250 BEG
Rusty Edwards Hon
Mike Trent Suz
David Warning Mai
Tim Brown Hus
250 INT
Greg Garrison Kaw
250 EX
Joe Burke Suz
Jeff Schumacher Yam
OPEN CC
Bill Williams Mai
OLD TIMERS
Dave Root Suz

Motocross
Lake City Cycle Pk, Kansas
Sept. 9, 1979
By Mini Mania

POWDER PUFF
Miss Machelle Madrid
PEE WEE
Mean Mark Madrid
JR MINI
James Windmiller
Rodney Helfery
Kelley Root
MINI 11 & UNDER
Doug Hollingsworth
Chester Otey
Travis Fittro
Brian Emig
MINI 12 & 13
Brent Shiflett
Mike McLain
Mark Goede
Richard Woten
MINI' – × & 15
Steve Hallak
Jack Lambert
Brad Peterson
Scott Phelps
100cc
Roger McBride
David Baxter
Vince Boucher
Kevin Payne
125 BEG A
Brad Martin
Carl Russell
Marr Murray
Randy Barker
Steve Parr
125 BEG B
Vince Boucher
Skip Ross
Kevin Huff
Randy Francis
Eric Fouch
Dirk Moss
125 INT
Jack Lambert
David Craig
Brad Hallak
David Baxter
Shannon Hetzel
Paul Exposito
125 EX
Jeff Schumacher
Joe Burke
Greg Quador
250 BEG
Larry Goddard
Gary Morgan
Matt Murray
250 INT
R.J. Wohlberg
Robert Helfery
250 EX
Joe Burke
Jeff Schumacher
Chandler Baker
OLD TIMERS
David Root
Bob Peterson

KCIR Motocross
Kansas City, KS
Aug. 14, 1979
By Mini Mania

PEE WEE
J.D. Black Suz
JR MINI
Jeff Emig Yam
Mark Macauley Suz
MINI 11 & UNDER
Brian Emig Yam
Travis Fittro Suz
MINI 12 & 13
Brent Shiflett Suz
MINI 14 & 15
Steve Hallak Suz
Jack Lambert Yam
100cc
Bubby Buso Suz
Jack Fletcher Yam
125 BEG A
Skip Ross Suz
John Rockhold Suz
Matt Murray Suz
Gary Heishman Suz
125 BEG B
Jack Fletcher Yam
Tom Doughty Yam
Steve Parr Suz
Wayne Jorgensen Suz
125 INT
Chandler Baker Kaw
York Ruf Suz
David Craig Suz
250 BEG
Matt Murray Hon
250 INT
York Ruf Suz
OPEN CC
Tim Moulthorp Mai
OLD TIMERS
Dave Root Suz

AFM Road Racing
1979 Points Standings
Thru July 29, 1979
By Jim Lester

410cc BOX STOCK
1. Larry Theobald 86
2. Mark Ingalls 56
3. Perry Stein 51
550cc B/S
1. Jeff Tuttobene 19
2. Jim Boeckl 7
3. Jim Neuenberg 6
750cc B/S
1. Mark Shelton 39
2. Francis Mazur 30
3. Steve Gilbert 25
OPEN B/S
1. Whitney Blakeslee 42
2. Kurt Knollenberg 26
3. Lee Fleming 13
SIDECARS (PILOT)
1. Vance Breese 15
2. Kurt Kritikos 10
3. Peter Essaff 7
50cc GRAND PRIX
1. Mario Caldato 11
2. Frnaco Garavoglia 11
3. Roy Aguilo 9
100cc GP
1. Mike McAvoy 20
2. Dusty Behrman 12
David Elliott 7
125cc GP
1. Fred Winters 70
2. Fred Merkel 64
3. Danny Coe 64
200cc GP
1. Tom Beisheim 32
2. Chris Baur 25
3. Jeff Little 23
250cc GP
1. Eddie Lawson 83
2. Alan Collins 76
3. John Glover 62
500cc GRAND PRIX
1. Alan Collins 33
2. Mike Ross 20
3. Robert Runyon 16
OPEN GP
Harry Klinzmann 35
2. Bruce Hammer 33
3. Gil Martin 23
600cc SUPERSTREET
1. John Williams 102
2. Nick Theroux 58
3. Robert Runyon 34
OPEN SUPERSTREET
1. Steve Sowden 64
2. Kerry Bryant 58
3. Chuck Parme 54
125cc PROD
1. Ron Swart 15
2. Rich McClanahan 10
3. Wayne Kiba 9
200cc PROD
1. John Chermak 54
2. Jeff Little 40
3. Dave Wehrman 23
250cc PROD
1. Charles Pace 26
2. Robert Tharalson 19
3. Steve Stirrett 14
410cc PROD
1. Thad Wolff 75
2. Malcolm Hill 75
3. Richard Fuller 53
550cc PROD
1. Gary Broeder 40
2. Jim Boeckl 33
3. Charles Bush 17
750cc PROD
1. Mike Spencer 51
2. Cary Keoshgerian 49
3. John Williams 41
OPEN PROD
1. Lee Fleming 67
2. Vance Breese 41
3. Whitney Blakeslee 31

Motocross—92
Leavenworth, KS
Aug. 26, 1979
By Mini Mania

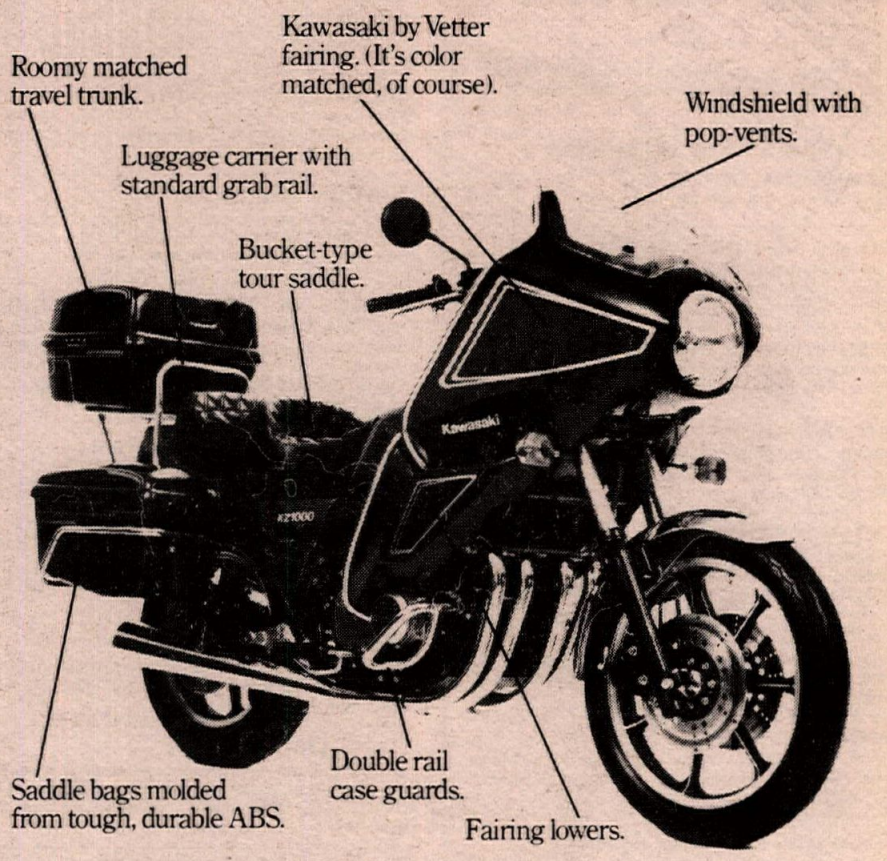
JR MINI
Jeff Emig
David O'Keefe
Chad Nolting
MINI 11 & UNDER
Travis Fittro
Sahwn Schuyler
MINI 12 & 13
Bart Shiflett
Butch Adams
Timm Justice
Robert Helfery, Jr.
MINI 14 & 15
Norbert Lindig
Scott Phelps
Allen Sharp
Brad Peterson
100cc
Jack Fletcher
David Baxter
125 BEG
Norbert Lindig
Matt Murray
Larry Goddard
Brent Decker
Randy Piveral
Dirk Moss
125 INT
Fyras Kalb
Shannon Hetzel
Randy Bechtel
Tracy Goff
Allen Walden
Jack Lambert
Paul Exposito
125 EX
Mike Crumlet
250 BEG
Gary Morgan
Bob Cohee
Dennis Miller
Dana Hunter
250 INT
Dave Root
Jack Jennings
Jeff From
250 EX
Greg Parmalee
Chandler Baker
OPEN CC
Dan Matt
Peter Grignon
Gerald Cogdill
OLD TIMERS
Dave Root
Frank Springs
Dennis Kelly

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Do-it-yourself Starship.

Launch yourself into space with these genuine Kawasaki accessories for the KZ1000 Shaft. And remember, your Kawasaki dealer has got a full line of accessories to fit whatever Kawasaki you're riding.



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Pasadena
CA 91107
(213) 795-7628

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NORWALK, CA
90650
213-868-8112
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714/751-7901

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Experienced parts salesperson to sell Honda/Suzuki/Triumph/BMW; high volume dealer. Ask for Kip (213) 326-3810. (40)

Experienced Suzuki & Maico mechanic wanted
Contact Andy at (213) 980-3715. (41)

Service Manger wanted
For growing Honda dealership. Also need qualified mechanics. Palm Springs, California area. Call (714) 346-8311. (43)

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Experience necessary. Ask for Sam or Joe. Call (213) 655-5101. (40/TFN)

Parts Manager
BARGER HARLEY-DAVIDSON, Canoga Park. Must have experience and references. Call Loretta at (213) 999-3355. (30/TFN)

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Established H-D dealer LAX area needs stable, experienced mechanic. Benefits. Call Wally at (213) 671-0405. (38/TFN)

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LA largest Honda dealership is looking for a top notch #1 mechanic for busy orientated shop. Call Dan at (213) 272-3559 — California Honda. (41)

Parts Manager
ALLYN'S HONDA/KAWASAKI, San Fernando. Must have experience and references. Call Allyn at (213) 361-6261. (38/TFN)

Mechanic Har-Dav Agency
Canoga Park area. Need experience and tools. Call Sandy (213) 999-3355. (25/TFN)

Needed exp'd Kawasaki partsperson
Large LA South Bay area dealer. SOUTH BAY MOTORCYCLES, 2001 Artesia, Redondo Beach, CA 90278. (213) 772-1647 or (213) 379-3344. (36/TFN)

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Experience only, 40 hour work week. ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA. (714) 983-0695. (39/TFN)

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Experience Yamaha, BMW service manager and mechanic wanted. Must have credentials, salary open. Nice area, close to beach. Be a part of a great team. Christian owners. (714) 722-3334. (41)

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Hourly + commission, vacation, medical & profit sharing. Only steady & dependable with references, who is looking for a long term position. Call or see "JACK" Ser. Mgr. at (213) 749-6235. 2531 S. Main St., Los Angeles, CA 90007. (38/TFN)

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Must have 5 years journeyman experience. Clean and newly located in San Fernando Valley. Contact Paul at VALLEY HONDA-KAWASAKI at 6160 Van Nuys Blvd., Van Nuys, CA 91401 or call (213) 787-0110. (42)

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- Excellent opportunity to expand
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go-getters
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1971 Bultaco Bandito
300 original miles, new condition. Been in storage since new, 1971. $395.00. (213) 429-9545. (40)

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Needs work, broken rocker arm, good tires, Ceriani forks. $275.00 or near offer. (714) 827-2055 or (213) 865-1620. (40)

Husqvarna '78, 250OR
Desert bike, brand new, just out of crate. Reduced to $1695.00, includes setup, tax & license. Save $358.00. T&O YAMAHA, Lomita, CA (213) 534-2311. (40/TFN)

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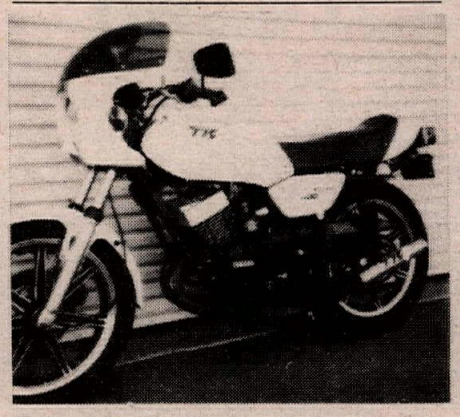

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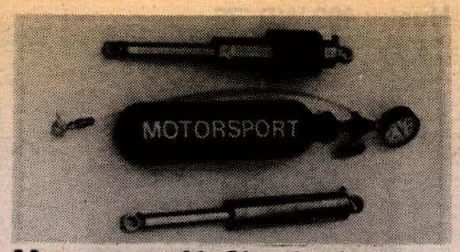

Motorsport Air Shocks; bottles
13-16 Len 4-6 Trav, $149.50 w/o fins. $174.50 w/fins. 17½", $199.50. Certified N2 bottles, $89.50. Bottle & shocks, $20 disc. MOTORSPORT, 15520 Illinois, Paramount, CA 90723. (213) 531-0418, (213) 596-3691 eve. (46)

Bill Bell XL-350 Thumper
Honda play bike, 403cc, center port, C&J frame, Betor, Lockhart, Mikuni, Mega-cycle, ported, receipts, no race, low miles. Green Stickie, extras, no time to ride. $1400.00. (714) 970-0065. (40)

Quack, Quack
The BLM says the B to V is dead, "Memorial Services" will be held east of Barstow, November 24, 1979.

Thumper Freak (40)

'77 RM 125B
DG swingarm, Works shocks, ported, 34 carb, much more, $650. (213) 426-8912. (40)

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Complete racing set-up, fresh engine with loads of spares. Equipped for flat track or TT. Must sell. (714) 635-8659. (43)

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'79 YZF & '77 RD
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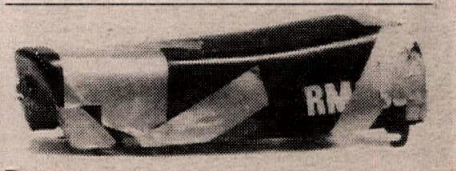

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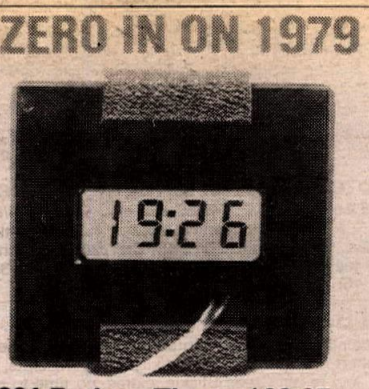

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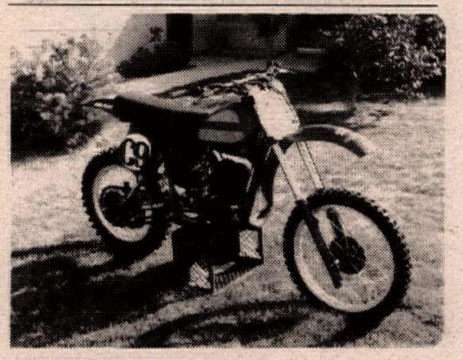

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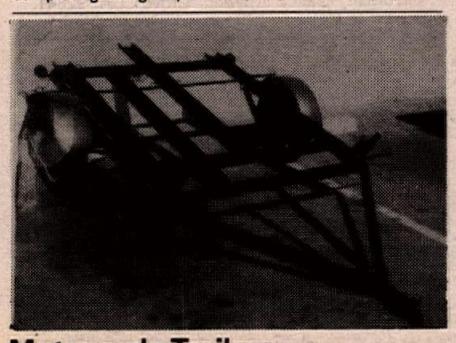

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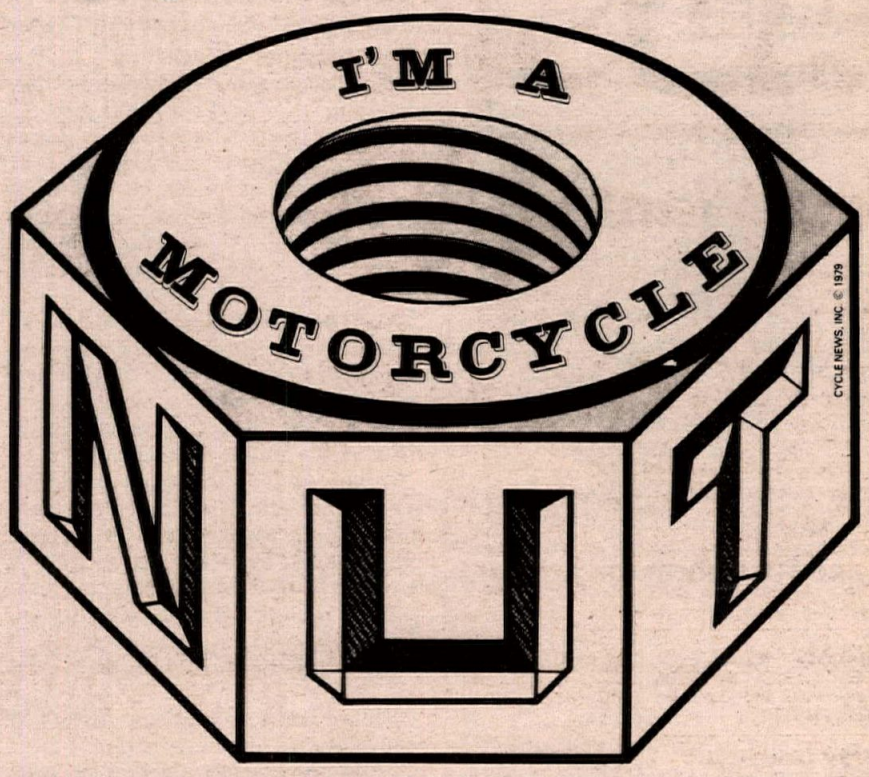

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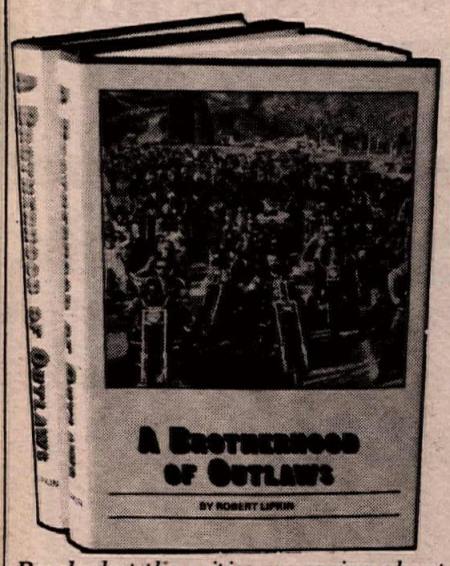

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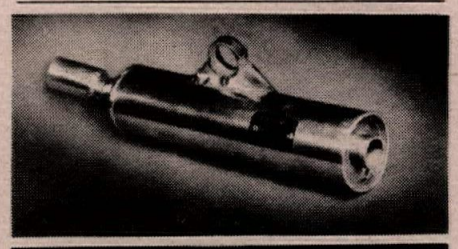

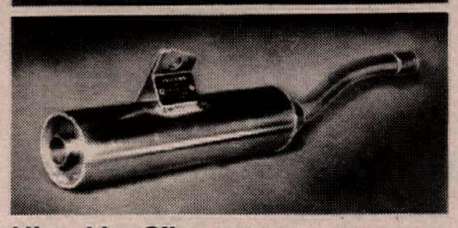

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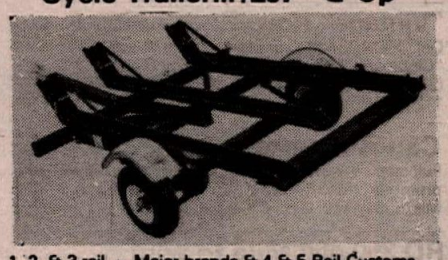

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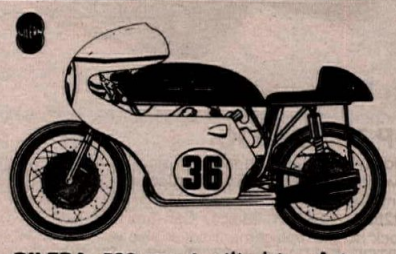

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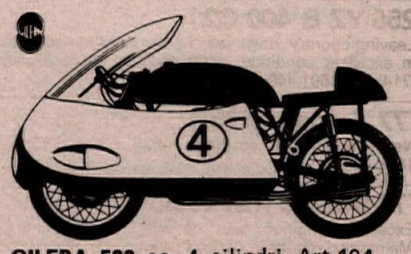

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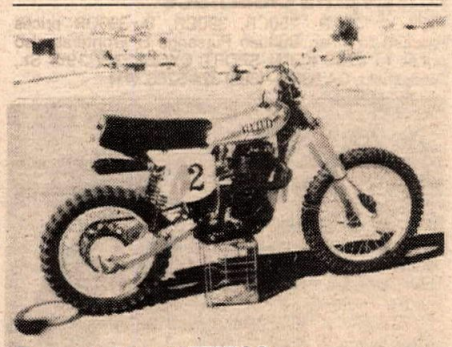

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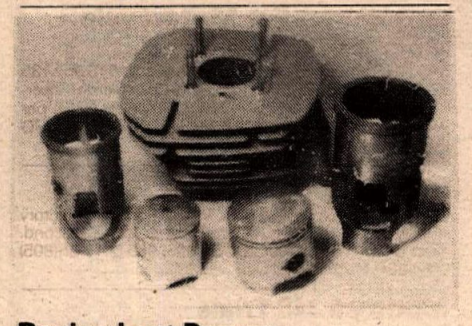

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Special thanks to the people from Torrance who took Butch & Danny to the Tehachapi Hospital and to the CHP who took Terry there afterwards.

Thanks to everyone and we'll be back as soon as we get everthing together again. So Bruce Ogilvie look out for #594 Jr.

Thanks
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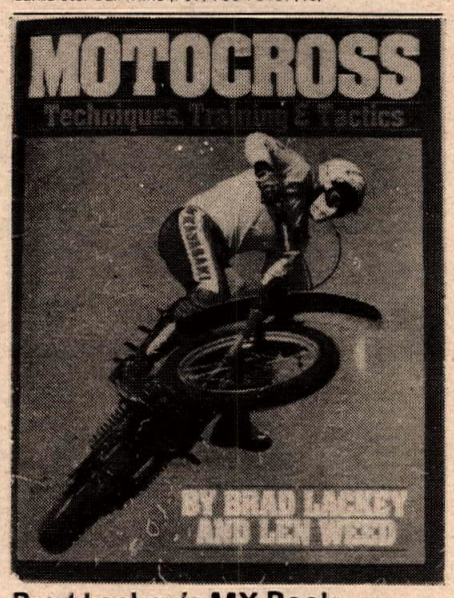

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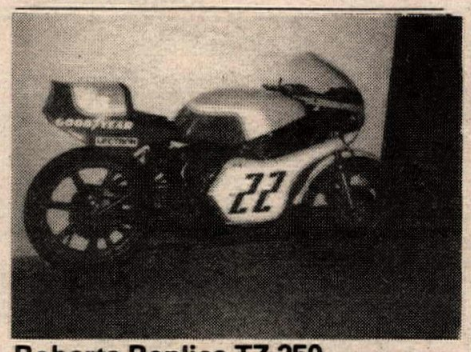

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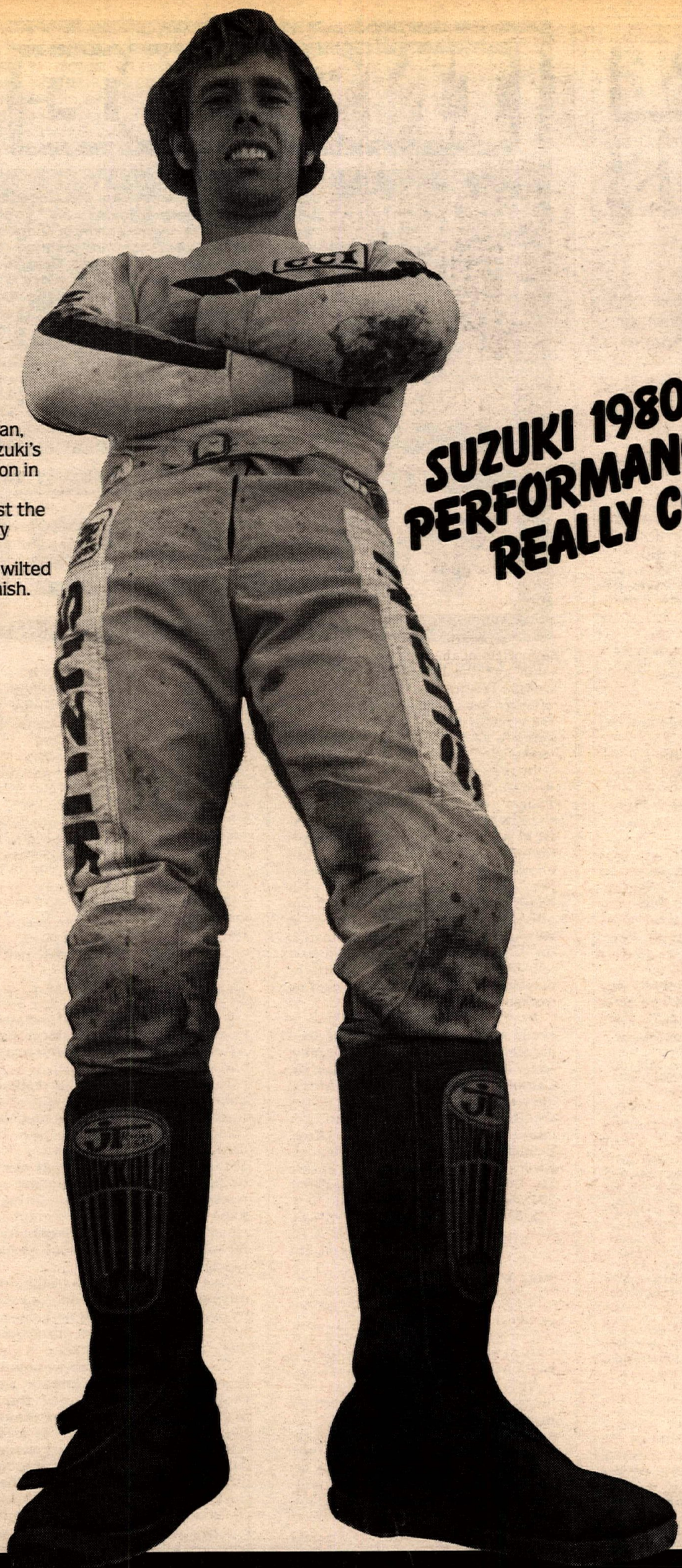

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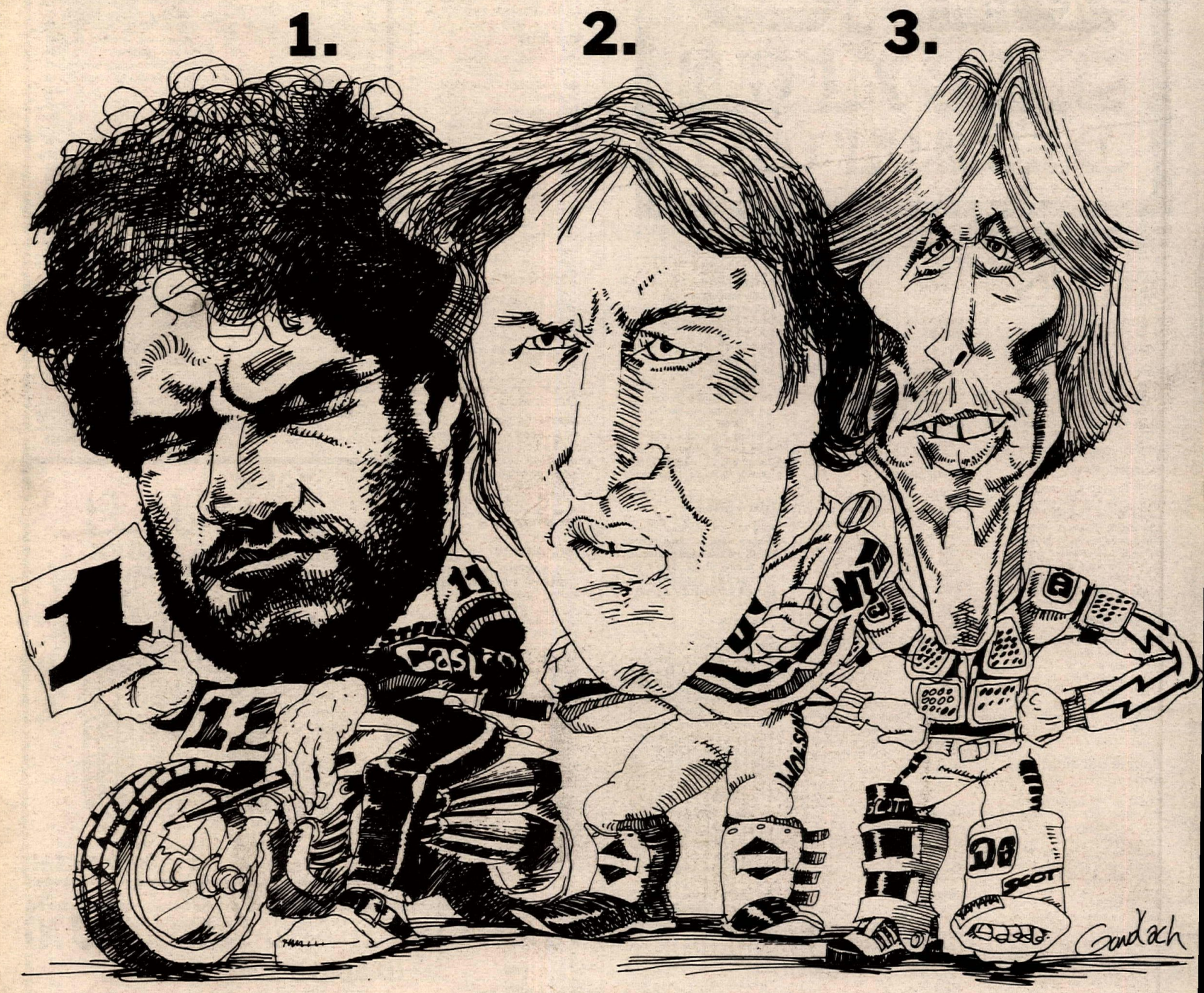

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ON THE FRONT PAGE: Honda's mighty CBX six-cylinder provides clean metallic contrast to one of Virginia City's wind-worn churches. More info on the '80 Hondas begins on page 14. Photo by Charles Morey.

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VOICES

To all California desert users

After reading the most recent issues of *Cycle News,* I think it is time for the ORV public to consider what they are going to do on the 1979 Thanksgiving weekend.

In the way of considering an event for *that* weekend, DeLoris "Pete" Palmer (chief of public relations for the Riverside BLM office) says that the BLM is going to do virtually nothing. I find this hard to believe; the BLM knows how strongly Judge Ferguson felt about recurrence of what happened in 1978. Surely, an alternate event met his approval; it was in the court-approved stipulation for dismissal. While there is still time left, I hope the BLM will help with the outcome of the 1979 Thanksgiving weekend.

In any circumstance, I think it would behoove us all to use our good judgement and always ride legally. Know where you can ride — 80% of the California Desert Conservation Area is open to some sort of ORV use. Know the BLM rules and regulations. For information contact; DeLoris "Pete" Palmer, Chief of public relations, Riverside District Office, 1695 Spruce St., Riverside, CA 92507. Phone 714/787-1424.

Ride safely and legally.

AL FOLS
Fontana, CA

You witnessed it folks

What does it take to get the people in motorcycle land angry?

You witnessed the end of an era in classic motorcycle races with the discontinuance of the B-to-V in 1974.

You witnessed an honest, God-loving, concerned *friend* be persecuted in court by the BLM.

You are witnessing the fact that the BLM is devious, concerned only with its own power madness. They are not beyond lying and cheating, obviously.

The Checkers' race will probably not take place on Oct. 27, thanks to the pact between the BLM and the Sierra Club.

You saw our great Governor veto AB 1407, which unanimously passed the legislature.

You are seeing that Pete Palmer of the BLM says that regarding the stipulation for a Thanksgiving event "it is a matter of interpretation." How else could a statement that the people want a Thanksgiving event be interpreted?

Why can the BLM totally disregard the public and do exactly what "they" want?

How far does this bureaucratic nonsense have to go before you decide to do something? You can begin by writing Governor Brown — it only takes 10 minutes to write a letter that may save you 20 years of regret!

Long live the Duck — send him a buck or two.

My grandchildren are more excited every day. Quack! Quack! B-to-V or Bust!

GRANDMA DUCKBACKER

AMA Dirt Track rules revisited

I read the article about dirt track rules in the Sept. 19 issue of *Cycle News.* The article was very informative and well written.

It is unfair to say that the AMA has done nothing because they have further restricted 750cc machines being ridden by Juniors in 1980. This definitely will attract more new riders as they will have an advantage now by riding a 500cc single on most race tracks. By not changing the rules for Experts, the AMA has completely eliminated the very real possibility of members leaving to go off outlaw racing in 1980.

One of the main goals of the AMA during 1979 was to increase membership, which they have done, to better defend us against adverse state and federal legislation.

Everyone who is supporting the Grand National Championship/Winston Pro Series in 1979 is getting their moneys worth in advertising. Out of five TT championship races held, four different brands of motorcycles won. At the Ascot TT there were four different brands of motorcycles among the first four across the finish line. At the end of 25 laps that is good, close competition, especially when you consider that the second place finisher was on a 500cc single and that two different brands of 500cc singles won two of the previous championship races.

Traditionally the road rider makes up the bulk of paid admission at National Championship races. A quick look in the parking lot shows you that for most Americans, bigger still means better. The elimination of the 750cc class or methods of watering it down to something less is not the answer. None of us would send a seven and a half-year old kid to school carrying 25 pounds just so he'd be forced to walk with the five-year-olds. It seems the only logical answer is a series of races for 500cc motorcycles. This would attract a lot of new riders, even new promoters, and would not hurt our present Grand National Series, since there is no other national series of racing where a privateer stands a chance of winning the number one plate without direct factory support.

It was encouraging to read that some member of the roundtable discussion voiced confidence in Lin Kuchler of the AMA, and liked the job he has been doing. I feel that with his leadership the future of the AMA and its many missions look very bright. I am fortunate as I have heard him speak at a recent meeting and it gave me new enthusiasm about our sport and industry.

PAT OWENS
Temple City, CA

A modest BLM/B-to-V proposal

I am sure glad to see that folks are still all fired up about the Phantom Duck of the Desert and the '78 Barstow to Las Vegas Trail Ride.

Reliable information has it that the Duck will be unable to ride the B-to-V this year. They say the risk of him being dragged back into court is too high. Going back to court would be an expensive proposition. He is trying to get special permission to go this year, but do you think the BLM will grant that permission? Think about it. The BLM can take the Duck back into court and the whole thing starts again! They have one advantage: All *our* money! That's right; part of our taxes go to fund the BLM's antics. What a sickening abuse of power.

For the reasons mentioned above I must ride, if not in secrecy, then in total anonymity. I will not be able to ride in the clothes I rode in last year because they say who I am. Take it as fact that Son of Desert Duck will ride from Alvord Road, California to Blue Diamond Road, Nevada on Thanksgiving weekend, 1979. I may do it in the morning. I may do it at night. I may tie a BLM Ranger's shoelaces together while he isn't looking, or I may just be a flash of feathers on a powerline road, but I will be there.

But instead of sneakiness, and all of us worrying about the BLM singling out someone and making an example of them (like they tried unsuccessfully to do with the Duck), it might be better to let them help us if they want to.

Why couldn't the BLM lay out a course that roughly follows last year's course? They could mark it themselves and show us where we can ride. They can't gripe about that. Let's let the BLM organize a Barstow to Vegas ride for us. A compromise? Yes! In this way both sides get what they want. We get to ride to Vegas and the BLM gets a say in how we do it.

I don't want to go to Cadiz, Parker, or anywhere else for that matter. I want to go to Las Vegas. It's a fun ride with beautiful scenery, and Vegas is a fun place to spend a weekend.

How about it Mr. Hillier? We are trying to work with you just as Judge Ferguson asked. Let's see you show us the same courtesy.

SON of DESERT DUCK
Quack! Quack!

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Bill West
Rick Burgett's Tuner
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Dave Osterman
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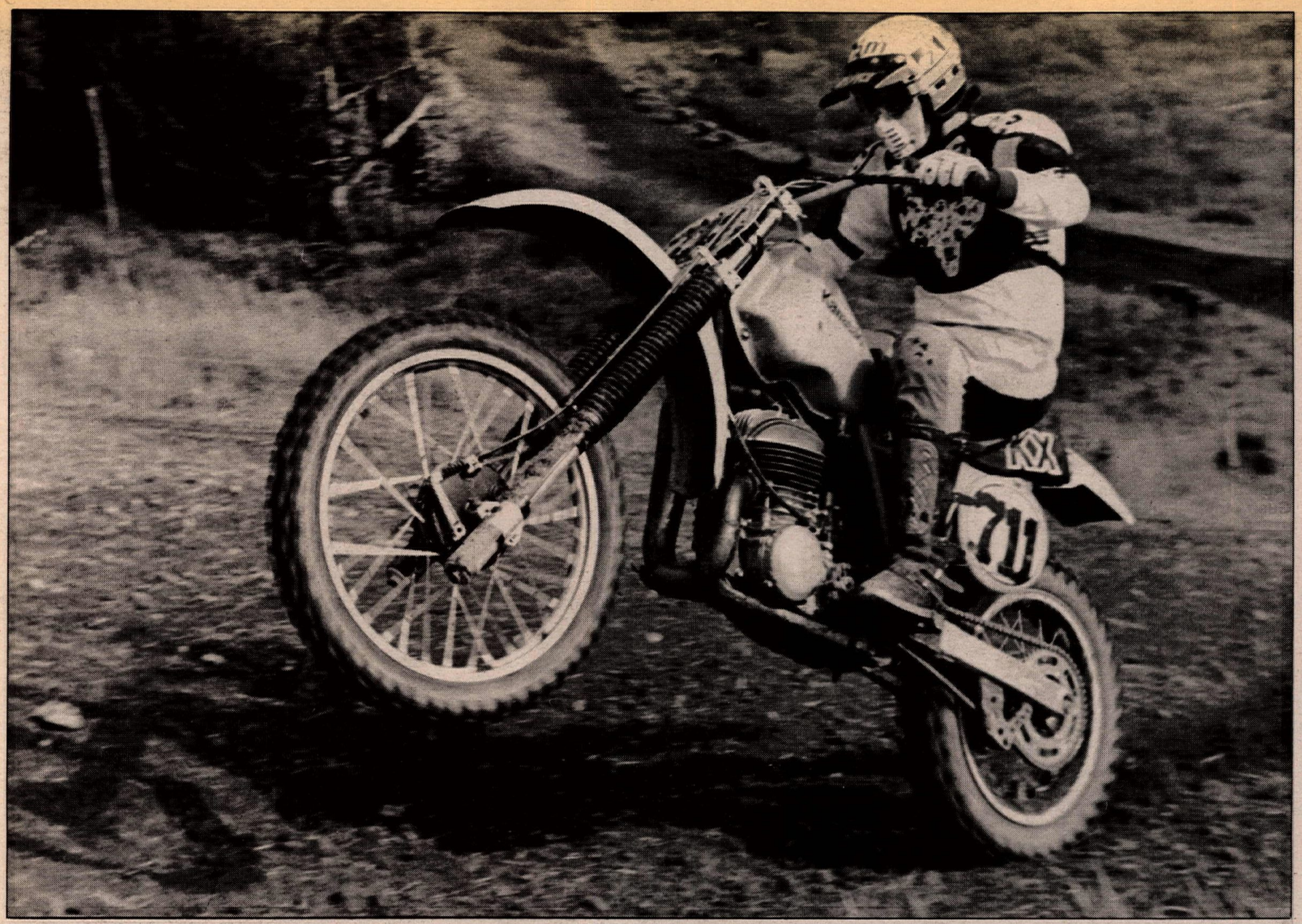


Brad Lackey took his Steve Stasiefski-prepped 440cc Uni-Trak to a 2-1 moto tally. That topped Kent Howerton's 1-3 for the overall win.

Trans-USA MX Series: Round three

Bad Brad Lackey leads the way at

By Jim Gianatsis

NEW BERLIN, NY, OCT. 7

It may have taken him several years to do it, but Brad Lackey finally won a Trans-USA race for Team Kawasaki. Top American in the '72 Trans-AMA Series with Team Green and now

America's leading GP star, Lackey tackled the world's premier motocross course at Unadilla Valley Sports Center and came out the overall winner. Second went to last week's runaway winner, Kent Howerton of Suzuki. The machine Brad flew to victory on was his KX 440cc Uni-Trak prototype prepared by mechanic Steve Stasiefski.

Team Honda's top Series points leader in the International class, Andre Malherbe of Belgium, suffered injuries in the morning practice session which prevented him from finishing the day's race and earning any points. This moved Howerton into a seemingly secure 28 point led in the Series with just two more races left to be run.

Malherbe's accident occurred at a gnarly creek crossing in the valley section of the track. His RC-450 works Honda hit a deep washed out section while Malherbe was experimenting with different lines and the bike endoed, pitching him face first into the muddy water. He suffered a possible broken nose and fractured wrist, but still went out in the first moto to race in a gallant attempt to hold onto his points lead. The pain proved to be too much, though, and Malherbe was forced to pull off the track mid-way into the race and was taken to a hospital to be checked.

All the riders loved the grassy natural terrain Unadilla course, despite its roughness, including Kent Howerton who claimed after practice, "I'm having a hell of a time trying to hold on to my bike out there. The ground is tricky to read...loamy on top and hard and slick underneath... huge rocks stick up everywhere and are really slippery (the rocks) when wet."

Despite his affectionate complaint, Howerton stole the start of the opening moto for the second week in a row, blasting his RN-440 Suzuki out into the lead ahead of the injured Malherbe, Shultz, Weinert and Chuck Sun. Immediately Jammin' Jimmy Weinert tried to forge his way to the front, but a daring move to pass Malherbe through the deep grass on the outside of a turn saw Weinert hit a hidden stone or hole and bail off his Kawasaki. When he got rolling again, it was into the pits.

As Malherbe began to fade back from the pain of his practice injuries, Brad Lackey and Mike Bell had a charge going which moved them up into a fight for second place. At the 20-minute mark Bell shook off Lackey and closed with his Yamaha on Howerton. Bell was pushing himself so hard to grab the lead his goggles fogged up with steam. As soon as he removed them though, some dirt got in his eyes, which made him slow down, and he pulled into the mechanic's area to have his eyes cleaned.

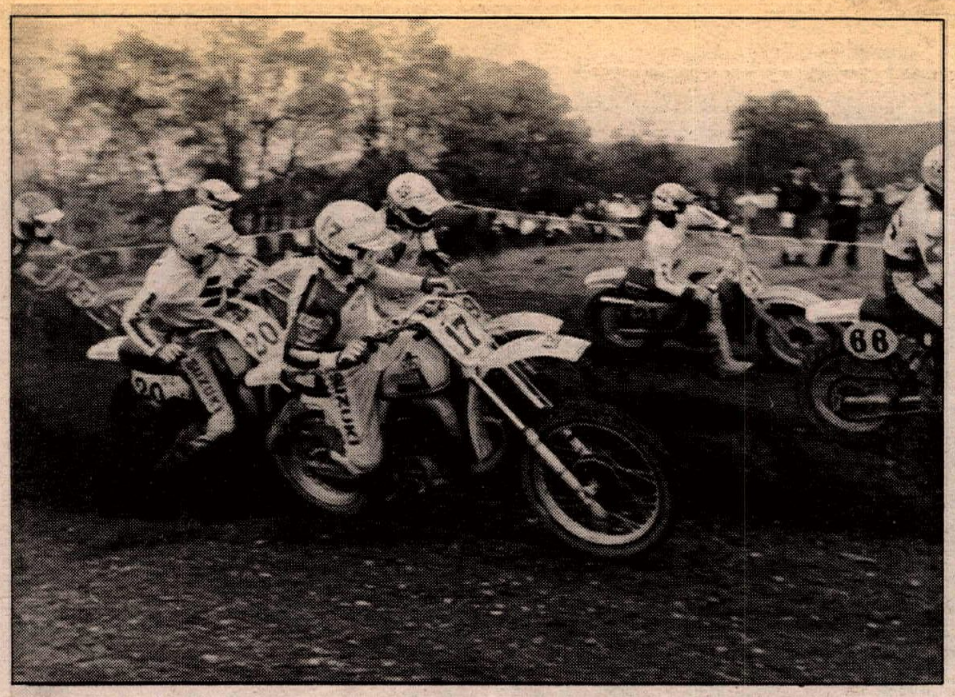
With Bell out of contention, Howerton was running a strong 10 second lead over Lackey, followed by Maico wild man Danny "Magoo" Chandler who charged well enough to move up into third. Moto-X Fox rider Pat Moroney and Chandler were the crowd favorites of the Unadilla weekend as they did side-by-side one-handed cross-ups jumping down into and out of Gravity Cavity. Moroney was running in eighth spot and moving up when a crash broke the handlebars of his Husky. Bell was back up in fourth spot trying to hold off PDQ's Mickey Kessler and Suzuki's Mark Barnett.

There were just three laps to go in the moto, with Howerton still leading, when suddenly Lackey began making up a lot of ground on the Rhinestone Cowboy who's footpeg had broken off and forced him to slow up some.

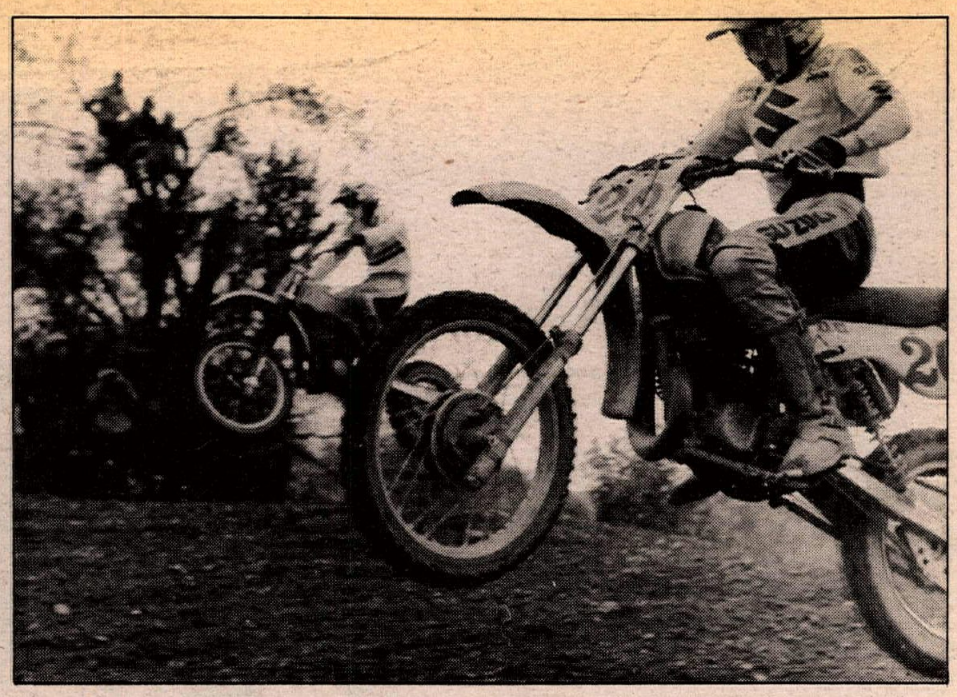
"I could see Brad coming and started to berserk it to hold him off," said Howerton.

Lackey continued to gain and there was a chance he could catch Howerton before the finish. But Brad dropped his bike in a turn on the last lap, allowing Howerton to easily one-foot-it the rest of the distance to the checkered flag.

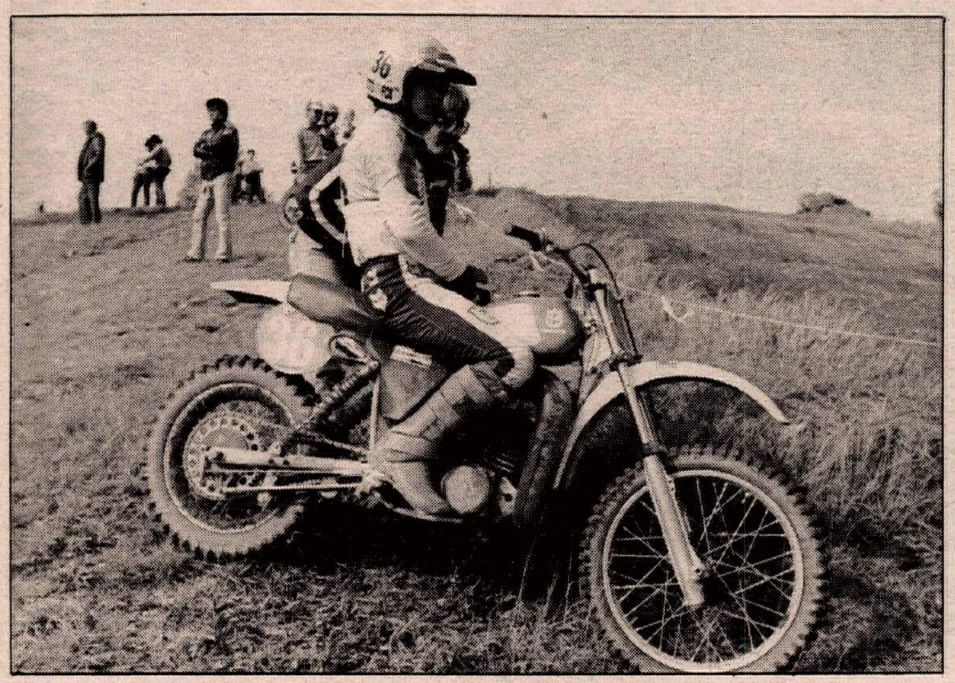
The second International moto blasted off to an exciting start as Lackey and Howerton wheeled their way side-by-side through the first turn and then Lackey pulled ahead of Kent a little further on down the track. Immediately pulling up behind to join the twosome for their lead battle was Darrell Shultz, riding an RN-440, then Suzuki teammate Mark Barnett with his RH-250 machine. For the next 15 minutes the lead became a four-way battle which really had the crowd stoked. Surprisingly, both Shultz and Barnett were able to get



(Above) Kent Howerton (17) grabs an inside line at turn one. (Below) Mike Guerra topped the Support class over Jimmy Ellis and Larry Wosick.



(Above) Darrell Shultz (20) sailed to a 4-6 fourth overall. (Below) Chuck Sun (66) leads Marty Moates (38). Sun took fifth, Moates sixth.



Unadilla

ahead of Lackey and Howerton. Shultz looked like he might be able to pull away from the others when he clipped a haybale and went down, remounting again in fifth spot behind Husky's Chuck Sun.

With Shultz left behind, soon to be slowed up even more with a flat tire, Barnett wicked the gas up on his 250cc Suzuki and continued to hold off Lackey's monster green 440cc machine for the next 15 minutes. Barnett gave nothing away to Lackey's bigger machine, even on the huge Unadilla uphill sections as Barnett kept the throttle pegged and the transmission clicking. Howerton, still holding down third position, was fading rapidly as the strain of the first moto began to show on him.

If they finished in those positions, with Lackey in second again, then Howerton would still score the overall win. Lackey knew he needed to win and began taking chances in an all out attempt to get by Barnett which finally succeeded, assuring Lackey and Kawasaki of the overall win. Chuck Sun continued to hold the fourth place spot to the finish and Pat Moroney charged his way all the way up to fifth spot ahead of Weinert on the last lap only to be stopped with a shorted plug wire.

For a rundown on other riders: "Magoo" suffered a crash after the start of the second moto which left him fairly well detuned after doing so well the first moto with third; National 500cc Champion Danny LaPorte bailed off in the opening laps of the first moto, bruising himself up enough to opt for sitting it out for the rest of the day; and this will be Barnett's last Trans-USA race as he heads off to Japan for testing of next year's works bikes.

National Class

Team Husqvarna's newly-signed 250cc class National rider Michael Guerra took his box-stock 1980 CR-250 production bike, prepared by Charlie Benson, to a near runaway victory in the National Support class. Guerra grabbed the start of the first 30-minute moto and nearly disappeared from sight, building up a strong 10 second lead over Kippy Pierce on Can-Am, Yamaha's Donnie Cantaloupi, Husky's Ron Sun and Jimmy Ellis on Honda. Ellis made a determined threat to catch Guerra with "Captain Cobalt" stuffing his 1980 production CR-250 R3 through the riders in front of him and closing to within three seconds of his hometown Connecticut buddy. Guerra saw Ellis coming and got back on the gas even harder to pull out a seven second lead at the finish. Ron Sun dialed in one of his best rides of the Series to pull off third ahead of Cantaloupi who was trying to smooth himself down from the spills which have kept him from placing well thus far.

Finishing in fifth overall, after working up from the back of the pack, was Moto-X Fox rider Larry Wosick, riding a pre-production KX-420 Uni-Trak for Team Kawasaki on a trial basis for the remainder of the Series.

Wosick got pumped for the final moto and grabbed the holeshot himself this time, blasting away with the lead as the other front runners tangled in a tight turn and went down.

Guerra explained what happened. "I think Donnie Cantaloupi went down first. I hit him and Ellis hit me. I heard Ellis yelling at me 'Come on Mike, let's get going!'" Mike crashed again before he finished the first lap and was back in last place. "I didn't think I could catch Wosick at all, but I tried anyway," Guerra said.

Like a scalded cat Guerra scratched his way through the field to land in second behind Wosick at the 20-minute mark. A good battle looked to be in the making as Guerra tried to close the five second lead Wosick held. With just four laps to go, he was picking up second a lap on Wosick. But Wosick found himself with a flat rear tire and was forced to back off from the lead and Guerra took easy control. Ellis also moved up on the last lap to push Wosick back to third. Kawasaki was impressed with Wosick's first ride with them and plan to have him on Lackey's spare GP bike for next week's Atlanta race.

Team LOP's Series point leader Greg Theiss seemed to suffer from an off day and couldn't cope with the rough track, finishing no better than eighth overall. ●

Results

INTERNATIONAL: 1. Brad Lackey (Kaw) 2-1; 2. Kent Howerton (Suz) 1-3; 3. Mark Barnett (Suz) 7-2; 4. Darrell Shultz (Suz) 4-6; 5. Chuck Sun (Hus) 8-4; 6. Marty Moates (Yam) 9-10; 7. Mickey Kessler (Yam) 23-7; 8. Danny Chandler (Mai) 3-19; 9. Steve Wise (Hon) 16-7; 10. Broc Glover (Yam) 12-12; 11. Jim Weinert (Kaw) *-5; 12. Gary Pustelak (Suz) 15-11; 13. Mike Bell (Yam) 5-*; 14. Mark Gregson (Yam) 13-14; 15. Ross Williams (Hus) 19-9; 16. Danny Swartz (Mai) 21-8; 17. Arlo Englund (Yam) 10-*; 18. Gary Semics (Hon) 11-*; 19. Tony DiStefano (C-A) 17-18; 20. Steve Stackable (Yam) 14-*.

*Denotes DNF

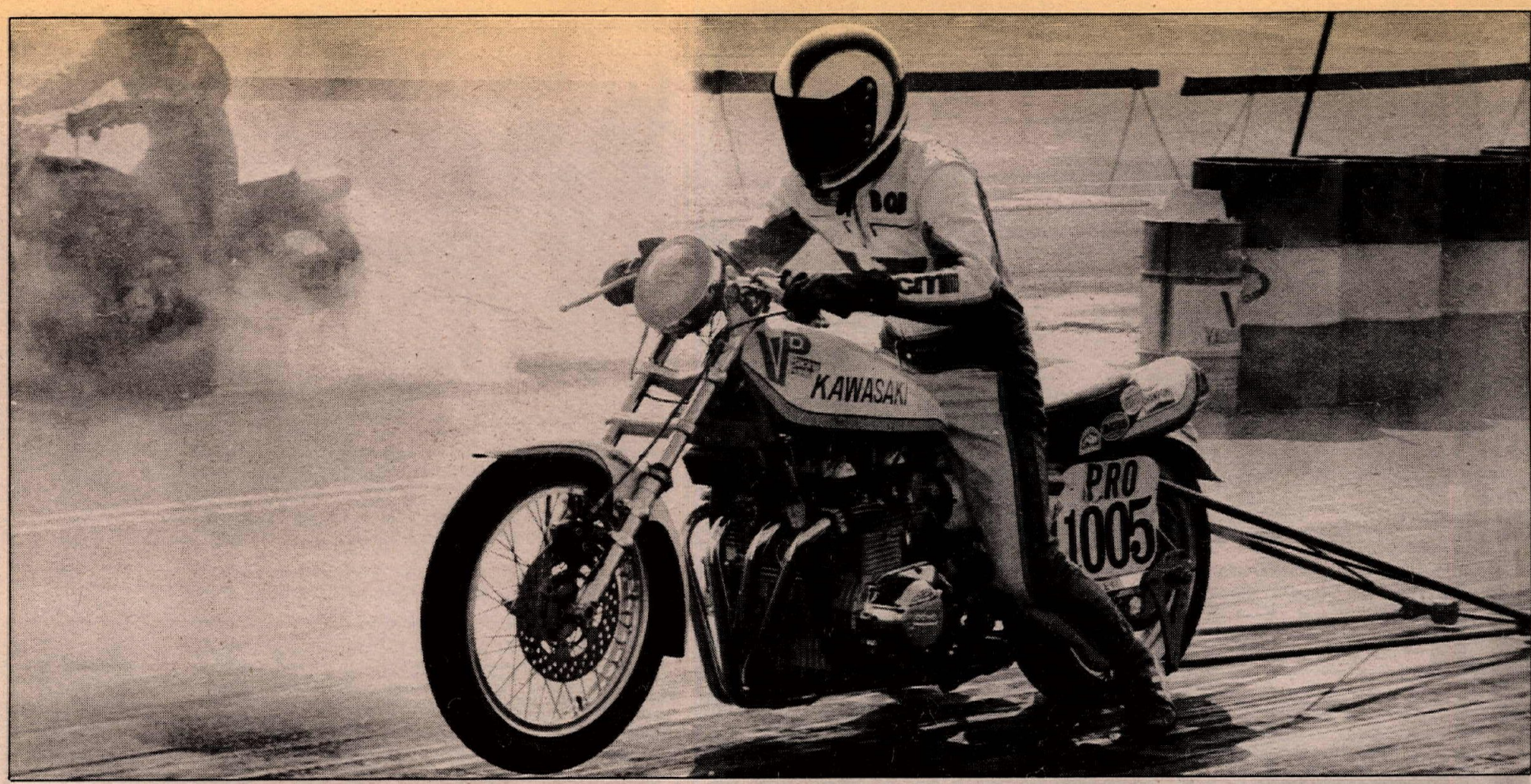
SUPPORT: 1. Mike Guerra (Hus) 1-1; 2. Jim Ellis (Hon) 2-2; 3. Larry Wosick (Kaw) 5-3; 4. Ron Sun (Hus) 3-8; 5. Donnie Cantaloupi (Yam) 4-7; 6. Kippy Pierce (C-A) 6-5; 7. Darren Rhoten (Hon) 10-4; 8. Greg Theiss (Yam) 11-6; 9. Troy Bradshaw (Yam) 8-12; 10. Steve Rhyan (Mai) 15-10; 11. Brian Myerscough (Suz) 14-11; 12. Randy Kirshbaum (Mai) 18-9; 13. Clark Jones (Yam) 7-28; 14. Tim Walker (Yam) 13-16; 15. Jim Lauer (Kaw) 9-21; 16. Fred Vertucci (Suz) 12-*; 17. Mark Ashworth (Yam) 21-13; 18. Mike Twigg (Yam) 22-14; 19. John Day (Yam) 20-15; 20. Kris Bigelow (Yam) 19-25.

*Denotes DNF

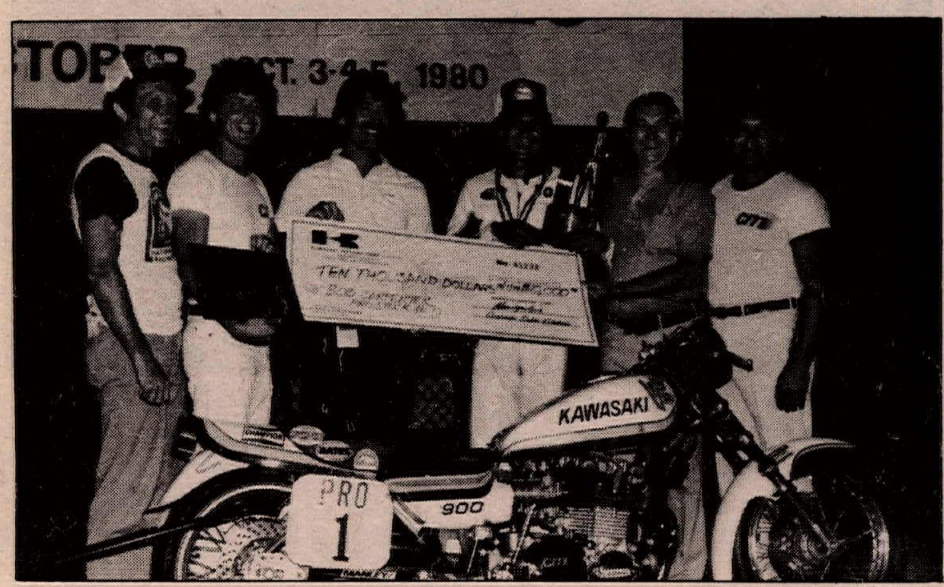
TRANS-USA SERIES POINT STANDINGS

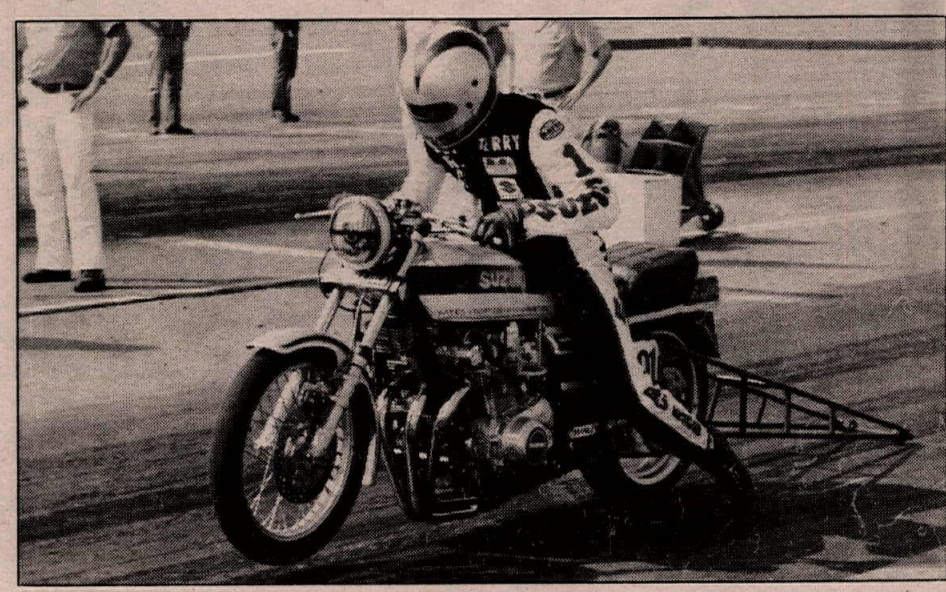
INTERNATIONAL: 1. Kent Howerton (125); 2. Chuck Sun (97); 3. Mike Bell (94); 4. Brad Lackey (90); 5. Andre Malherbe (83); 6. Darrell Shultz (77); 7. Broc Glover (73); 8. Marty Moates (68); 9. Arlo Englund (65); 10. Mark Barnett (50).

NATIONAL: 1. Greg Theiss (112); 2. Jimmy Ellis (111); 3. Mike Guerra (102); 4. Ron Sun (87); 5. Brian Myerscough (79); 6. Kippy Pierce (76); 7. Larry Wosick (74); 8. Troy Bradshaw (66); 9. Darren Rhoten (60); 10. Kris Bigelow (56).



(Above) Pennsylvania's Bob Carpenter defeated Terry Vance in the Pro Stock final to take the NMRA championship. The win was worth $10,000 in bonus money from Kawasaki (below left). (Below right) Vance set a new top speed record of 148.27 mph.





Carpenter nails down NMRA Pro Stock championship

By Tom Blattler
Photos by Joel Breault

ONTARIO, CA, OCT. 5-7

The National Motorcycle Racing Association Pro Stock points championship came right down to the final race of the 1979 season, and Kawasaki-mounted Bob Carpenter of Cornwells

Heights, PA, outdueled Suzuki-mounted Terry Vance in the final round to score both the National Hot Rod Association Winston World Finals title and the number one plate in the NMRA.

Carpenter, winner of this year's NHRA Summernationals at Englishtown, NJ, rode a strong and consistent event at Ontario Motor Speedway with a final round clocking of 9.15 seconds with a top speed of 145.63 mph to Vance's 9.62 at 144.46. The victory gave Carpenter the overall points title for 1979 as he bested Vance's point total by less than 200 markers.

The triumph for the Pennsylvania rider also gave him an added $10,000 from Kawasaki for the overall championship.

For Vance, the factory Suzuki rider, it was a tough loss as Terry had earlier set a new national top speed record of 148.27 mph and low elapsed time of the event at 9.02 seconds.

In qualifying, Vance's 9.02 easily held down the number one spot along with the 148.27 reading. Carpenter took the second position at 9.10 seconds at 147.05, while Butch Pace of Edwardsville, IL, aboard a Kawasaki, made up the top three slots with a time of 9.30 and 142.85.

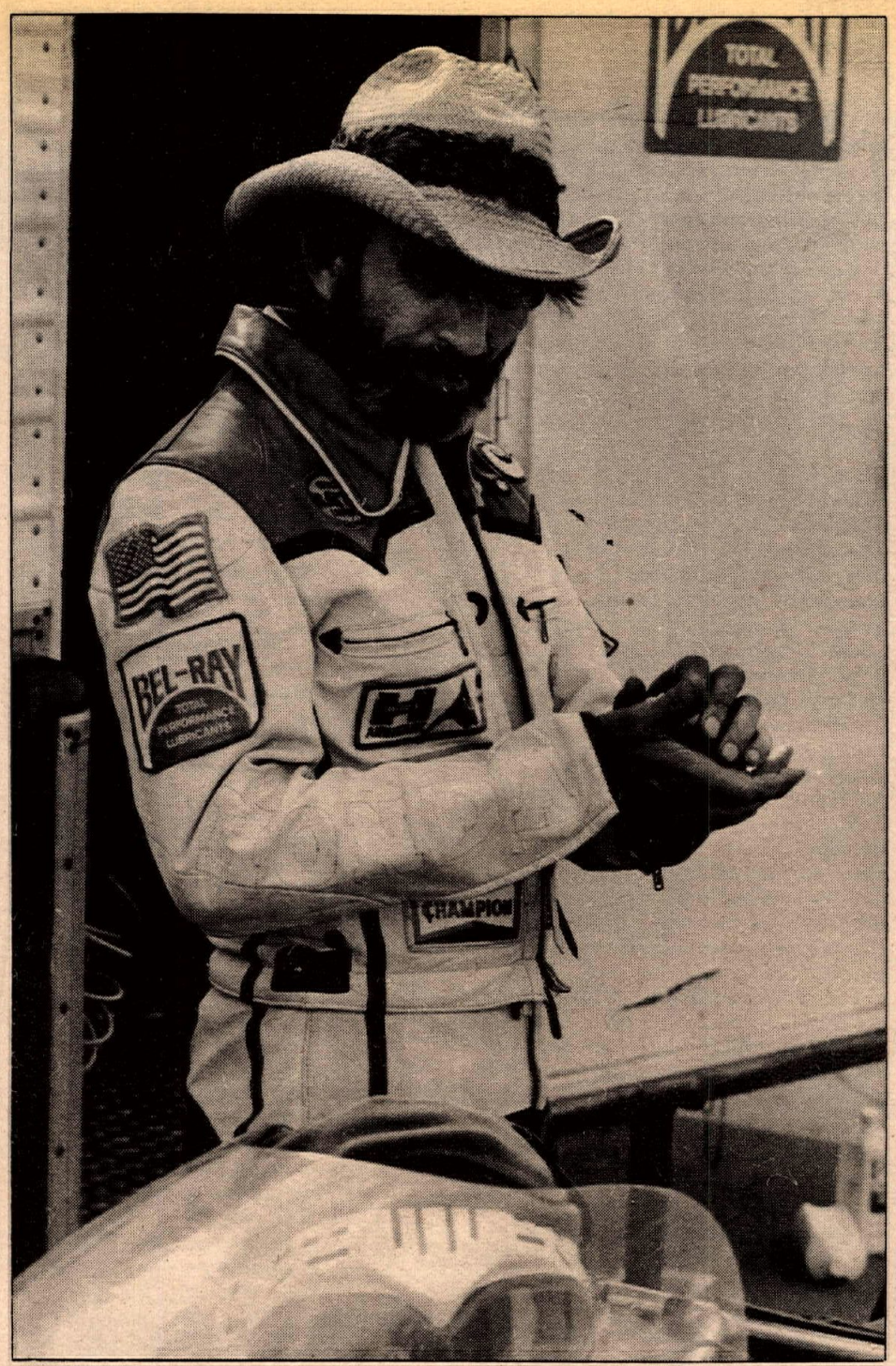
Craig Burns of Los Angeles, CA, rode his Kawasaki to the fourth place in qualifications at 9.32 and 140.62 followed by L.A.'s Johnny Kirkwood at 9.50 and 140.62, Jay Wade of Torrance, CA, at 9.54 and 137.82, Harley-Davidson rider Ed Ryan of Bellerica, MA, at 9.54 and 141.73 and Roger Monroe of Edwardsville, IL, at 9.55 and 140.40.

The opening race of round one found an upset as the Harley-Davidson of Ryan put away Pace and his Kawasaki with a 9.36 at 141.28 to Butch's 9.99 and 140.62. After the first race, the favorites scored the rest of the opening round competition with Carpenter taking the best of Wade at a sizzling 9.04 and 146.34 to Wade's Kawasaki's time of 9.59 and 139.31.

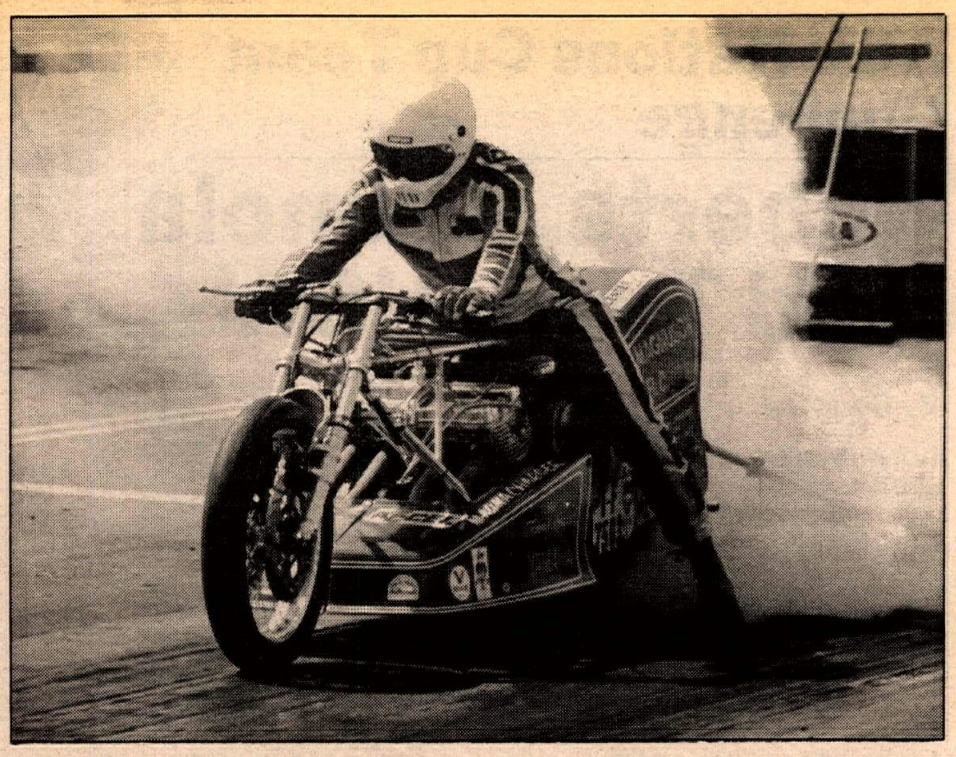
Burns and Monroe matched their Kawasakis in the next event with Craig taking the win at 9.40 and 140.40 to Roger's 10.41 and 141.50. Vance kept his Suzuki in high gear with an easy win over Kirkwood at 9.14 and 147.78 to Johnny's 9.96 and 139.10.

The Carpenter-Vance final round matchup became hotter in the semi-finals with Vance putting away Ryan's Harley-Davidson with a consistent 9.16 at 147.54 to Ed's 9.72 and 140.84. Burns' Kawasaki couldn't make the call for the semi-finals which left Carpenter with a single run. Bob's only chance was attempt to gain lane choice over Vance in the final, and that is what he did with a quarter-mile reading of 9.13 at 145.86.

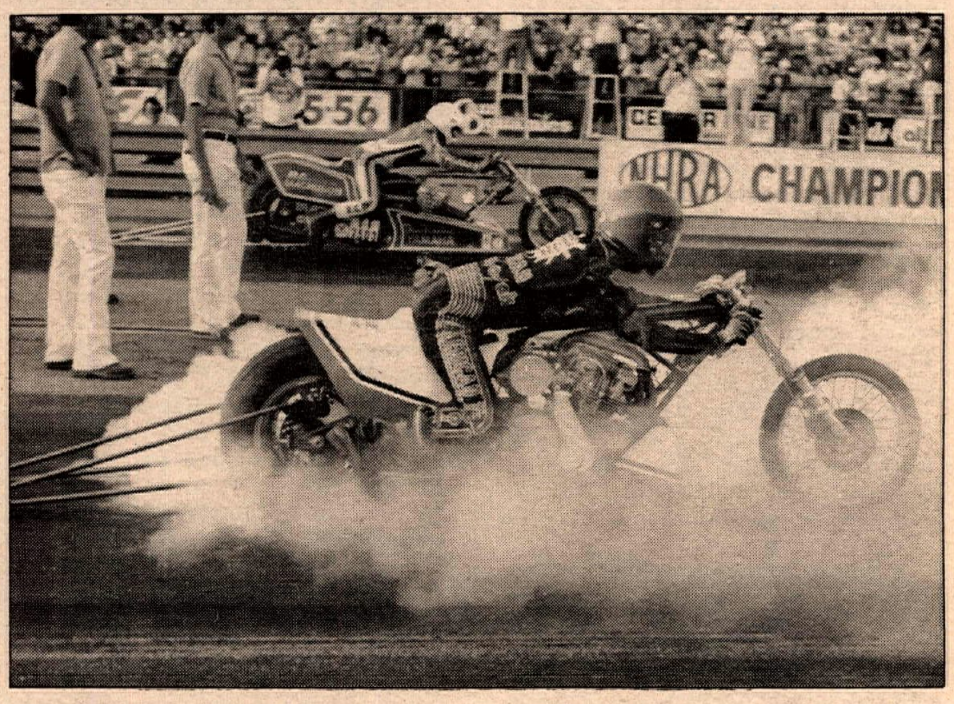
That all-important run gave Carpenter the advantage over Vance for the finale, and Bob definitely took the added edge to the winner's circle with a 9.15 and 145.63 to Terry's off-pace 9.62 and 144.46. ●



Russ Collins' "Sorcerer" was the victim of a Pee Wee Gleason holeshot.



(Above) Jim Bernard's Ontario win gave him the NMRA Top Fuel title.
(Below) Bernard and Gleason (near lane) face off in the final.



Bernard takes NMRA Top Fuel title with World Finals win

By Tom Blattler
Photos by Joel Breault

ONTARIO, OCT. 5-7

For the second time in three years, La Mirada, California's Jim Bernard dominated the Top Fuel motorcycle action with his powerful R.C. Engineering Yamaha to capture the coveted World title in the 15th annual National Hot Rod Association Winston World Finals drag races at Ontario Motor Speedway.

Bernard, who was upset in the final round at this year's U.S. Nationals in Indianapolis, also captured the number one plate in the overall National Motorcycle Racing Association points standings, as the 27-year-old drywall worker defeated veteran Pee Wee Gleason of San Francisco, CA, in the final round.

The Yamaha-mounted rider clocked the quarter-mile in 7.98 seconds at a top speed of 185.5 miles per hour to easily beat Gleason's off-pace time of 8.83 at only 140.62.

Gleason, the former flat tracker, rode his Kawasaki to two major upsets during eliminations to advance him to the final round. Pee Wee first knocked off top qualifier Bo O'Brochta and then defending World Finals winner Russ Collins in the opening two rounds, but Gleason's "Cinderella Story" fell short in the finale.

In qualifying, O'Brochta led the eight-bike lineup with his Kawasaki, as the St. Petersburg, FL, rider clicked off a strong 7.81 second reading with a top speed of 168.22 mph. Bernard's Yamaha held down the second spot with a 7.94 at 186.72, while Collins, riding his unique Honda double, rounded out the top three at 8.01 with a speed of 187.50.

Joining the top trio were Pro Stock ace Terry Vance of La Palma, CA, aboard a Suzuki, at 8.04 and 179.28, Gleason at 8.26 and 167.59, veteran Marion Owens of Oklahoma City, OK, at 8.27 and 165.93, U.S. Nationals winner "Frog" Thacker of Woodbridge, VA, at 8.380 and 171.76 and Wayne Davis of Arcadia, CA, placed eighth at 8.388 at 166.05.

The opening round of competition found most of the favorites scoring impressive victories. Vance, the factory Suzuki rider in his first Top Fuel action, put away Davis with a strong 8.15 at 176.47 to a close 8.29 at 171.75 for the Kawasaki competitor. Gleason then scored the first of his two upsets when O'Brochta's Kawasaki broke and Pee Wee received a single run at 8.53 and 164.23

Collins, who retired once last year but returned for this year's World Finals, set low elapsed time of eliminations and, in the process, knocked Thacker out of the running for the number one plate in NMRA. Russ piloted his Honda to a quarter-mile time of 7.87 seconds and top speed of the event at 195.22 to Thacker's 8.65 and 150.00. Bernard rounded out the first round of Top Fuel by defeating Owens' Harley-Davidson with a stout 7.99 at 184.80 to the Oklahoma rider's 8.38 at 169.49.

The semi-finals founded two excellent matchups with Collins taking on the quick-starting Gleason, and Bernard and Vance were matched against each other in a battle of R.C. Engineering machines.

In the first race, a tremendous holeshot by Gleason proved to be the turning point — as Pee Wee got a large jump on Collins and the Honda pilot couldn't catch him. Gleason's Kawasaki recorded an 8.42 at 165.74 to Russ' much-quicker 8.11 at 191.48. However, it was Gleason's reflexes that put him into the final round.

In the other battle, Vance's Suzuki had seen its better days and Bernard got the single run to advance to the finale. Jim didn't back off too much with an 8.01 and 180.72.

For the final, Gleason once again was attempting to pull off a holeshot start because he definitely lacked the horsepower to match Bernard's Yamaha. Bernard was not about to be late off the starting line like at the U.S. Nationals, and sizzled the OMS quarter-mile with a 7.98 at 185.56 to easily better Pee Wee's 8.83 at 140.62.

All in all, it was a big weekend for Bernard and his bike owner Ron Teson as they captured both the World Finals title and the NMRA number one plate for 1980. ●

AGV Nations Cup Team Challenge

Roberts, Mamola lead Team USA

By Chris Carter

DONNINGTON PARK, ENGLAND, SEPT. 23

Kenny Roberts, with a pair of wins, and Randy Mamola, with a win and second place finish to his credit, led highly rated Team USA to a third place finish in the second round of the AGV Nations Team Cup road race at England's Donnington Park circuit. Crashes and mechanical problems slowed the charge and left Team USA 70 points shy of Team Great Britain and 35 points off the pace of The Rest of the World.

Joining Roberts and Mamola on the all Yamaha mounted squad were Dale Singleton, Dave Aldana, Wes Cooley, John Long and Rich Chambers. Rich Schlachter was scheduled to ride, but a broken wrist and collarbone sustained in a crash while practicing opened the slot to Chambers.

Britain, spearheaded by Baryry Sheene (Suzuki), dominated the second round of the AGV Nations Team Cup and moved into second place in the competition.

Showing far more teamwork than they have done for several years, Britain produced a display that delighted the 40,000-strong crowd, and had the opposition on the run in all their four outings.

But France, thanks to their victory in the opening round at Paul Ricard in April, still lead the series with 150 points to Britain's 140, with the Rest of the World on 130, and American and Italy in equal fourth spot with 120 points.

Sheene was in magnificent form. He was unbeaten in his team races. But in a surprise invitation race, requested by the teams and funded by the Donnington Park promoters, Barry had to settle for second place behind Kenny Roberts.

Race 1:
USA 83, Italy 67

World champion Kenny Roberts began his four races at Donnington Park the way he meant all of them to go - with an emphatic victory as he led the United States team to an easy win over Italy.

But for the first two laps of the ten lap race he must have been slightly worried as young USA team member Randy Mamola scorched to the front of the pack, only to retire with gearbox troubles.

Roberts' main opposition came from Grazziano Rossi, riding a Serge Zago 750cc Yamaha. He harried Kenny for most of the race after fighting his way through from fourth place at the end of the second lap, passing USA men Dale Singleton, Dave Aldana and team-mate Giovanni Pelletier.

Behind Rossi, Aldana finished third, Singleton fourth, Pelletier fifth and John Long sixth. Then came Marco Lucchinelli and Italian team captain Franco Uncini. Besides Mamola, West Cooley also retired with ignition problems and Richard Chambers took a tumble, but still finished.

Race 2:
France 43,
Britain 110

Britain scored a crushing victory over a weakened French squad in their opening race of the day, thanks to a pre-race team talk by skipper Barry Sheene.

The plan was to pack the leading places for the first six laps, and after that it was every man for himself. And when the time came to go it was Sheene who opened up a comfortable margin over the rest of the squad, till he eased off on the final lap, letting Suzuki GB team-mate Steve Parrish close to within three fifths of a second.

The French had no-one to match the British except Bernard Fau who managed to prevent a clean sweep by easing past the ailing Dave Potter to take seventh spot.

Race 3:
Rest of the
World 91,
Italy 59

Two men dominated the Rest of the World versus Italy clash - Australians Gregg Hansford and Frenchman Bernard Fau endeared himself to the 40,000 spectators at Donnington with a heroic effort on split the USA top pairing of Kenny Roberts and Randy Mamola in the USA/France clash.

But Bernard's efforts were all in vain. From the start Dave Aldana had led, followed by Mamola, Fau and Roberts. Roberts went to the front on lap six, with Mamola, pulling some tremendous wheelies, tucked in behind. Fau passed Aldana but couldn't make any impression on the two in front.

Behind them Christian Estrosi, still suffering from recent in juries, rode a lonely race in fifth position, while Dale Singleton fought hard with Jean Francois Balde. Only casualty in the race was Pierre Soulas who crashed, luckily without injury.

Race 5:
Britain 75,
Rest of the
World 78

There was no time for Britain to try team tactics here. Barry Sheene needed to ride at his very best to beat Dutchman Wil Hartog, the captain of the Rest of the World squad.

Hartog led till two laps from home, then Sheene went ahead to the delight of the fans, but at the flag the British ace was only two-fifths of a second in front, and he ahd to set a new lap record of 1m 14.7s to beat his lanky rival.

Behind Hartog came a bunch of visitors and that was enough to tip the final score in their favour. With Graeme Crosby third and Gregg Hansford fourth, not even fighting performances from Roger Marshall and Steve Parrish - who beat Jeff Sayle and Boet van Dulmen in a blanket finish with less than one second covering them all - could stop the world stars winning by just three points.

But Sheene said later he was lucky to win. His crankshaft gear had broke just before the chicane on the last lap, and he had to coast over the line. The Suzuki would not have gone another 50 yards.

Race 6:
France 88,
Italy 62

Christian Estrosi led the French to victory over Italy in a clash of the two bottom of the table teams, closely followed home by teammate Bernard Fau.

The French pair did just enough to hold off a determined last lap challenge from Grazziano Rossi, who recovered well from an excursion onto the Donnington grass early in the race, while looking as though he could win.

Behind the leading trio came Jean Francois Balde, Gioavanni Pelletier and Marco Lucchinelli. But the Italians' good mid-field positions were not enough to stop the French winning convincingly. An early retirement for the Italian squad was Gianni Rolando, who seized his engine.

Race 7:
USA 73,
Rest of the
World 80

A tremendous battle between American teenager Randy Mamola and Dutchman Wil Hartog produced another grandstand finish. This time it was Mamola who took the honors by just a second.

Mamola gave credit to his Dunlop tires for his success, claiming they lasted the pace better than Wil's Michelins.

But sadly the Californian found little support from his teammates in the battle for points. Even though Graeme Crosby crashed unhurt at Copice on the fifth lap, the others in the Rest of the World squad packed the midfield places.

Gregg Hansford was third, holding off Kenny Roberts who had a slipping clutch, while Jeff Sayle and Boet van Dulmen had a private dice for fifth and sixth places.

Race 8:
GB 109, Italy 41

Barry Sheene won yet another race and led the British squad to a brilliant victory in the GB Vs Italy clash. From the start, it looked as though the race could only end with a good British win.

Continuing the team policy of making sure everyone was doing well for six laps, and going for home in the final four, Sheene only went to the front on the ninth circuit, after he had followed the closely knit leading bunch of Ron Haslam, Steve Parrish, Roger Marshall and Mick Grant.

The best Italian rider followed this bunch. But Giovanni Pelletier could not make any impression on Grant, and was hard pressed by Dave Potter and Alex George, who got the better of Marco Lucchinelli.

Race 9:
Rest of the
World 96,
France 54

Not even a convincing win over the French could provide enough points to give the unbeaten Rest of the World team overall victory.

Again Wil Hartog was their star man. The Dutchman led from the opening stages, chased home by teammates Greg Hansford, Jeff Sayle and Boet van Dulmen.

Again only Bernard Fau and Christian Estrosi could provide anything like a serious challenge from the French ranks, but on their own they could do little.

Unlucky Graeme Crosby had to pull into the pits lane after the warm-up lap when his rev counter stopped working for no apparent reason. He missed the start, and though he went out later he was counted as a non-starter and failed to score any points.

Race 10:
Britain 87,
America 66

Barry Sheene completed his domination of the team races with another magical performance that took him from a first lap fourth to victory. But it was never easy, for American youngster Randy Mamola fought bravely.

Mamola almost came to grief at the chicane on the final lap after struggling to stay in contention without fifth gear on his Serge Zago Yamaha. He missed his gear and came within a whisker of clipping Sheene's rear wheel and crashing.

Roberts took third spot after a sluggish start, but with Marshall, Parrish, Potter, George and Haslam filling the next five places the result was never in doubt.

To complete a sad day for the Americans, Dave Aldana crashed heavily early on. He escaped uninjured but Paul Dahmen's bike was badly damaged.

Invitation race

Sheene's unbeaten run came to an end in the eight-lap invitation race that was staged as a bonus for riders and fans alike, when Kenny Roberts emerged triumphant after a tremendous three-man dice.

Sheene took second spot, just one fifth of a second down on the American, with Wil Hartog only three tenths of a second behind the British ace.

Boet van Dulmen fell victim of the mass start when he was forced wide at Red Gate Corner on the first lap, and others pulled out of the race as the effects of exhaustion and machine problems took their toll.

Only 12 of the 32 starters made the flag, but for most of the fans who stayed to the bitter end there were only three - Roberts, Sheene and Hartog - in the running.

Fourth place went to Roger Marshall, capping a great day for the former British champion, and Mick Grant showed that he and his 500 Suzuki were a match for the 750s by grabbing fifth place.

But hero of the crowd, thanks to an amazing display of wheelies all around the circuit was Randy Mamola. He knew before the race started that his gearbox problems would stop him winning, so he went out to entertain the crowd. And entertain he did! •

Results

(All races over 10 laps, 19.57 miles)

Race 1: 1. Roberts, 13m 7.3s, 89.49 mph; 2. Rossi; 3. Aldana; 4. Singleton; 5. Pelletier; 6. Long; 7. Lucchinelli; 8. Uncini; 9. Rolando; 10. Pierti. Completed five laps, Chambers. Completed four laps, Cooley and Mamola. Fastest lap, Roberts, 1m 16.5s, 92.10 mph.

Race 2: 1. Sheene, 13m 2.3s, 90.07 mph; 2. Parrish; 3. Marshall; 4. Grant; 5. Haslam; 6. George; 7. Fau; 8. Potter; 9. Estrosi; 10. Boinet; 11. Terras; 12. Soulas; 13. Rastel; 14. Balde. Fastest lap, Sheene, 1m 16.2s, 92.47 mph.

Race 3:1. Hansford, 12m 53.0s, 91.15 mph; 2. Crosby; 3. Rossi; 4. Sayle; 5. Pelletier; 6. Van dulmen; 7. Coulon; 8. Lucchinelli; 9. Uncini; 10. Pietri. Completed eight laps, Ireland. Completed five l aps. Rolando, Completed three laps, Hartog. Fastest lap, Hansford and Crosby, 1m 16.2s, 92.47 mph.

Race 4:1. Roberts, 12m 56.92, 90.69 mph; 2. Mamola; 3. Fau; 4. Aldana; 5. Estrosi; 6. Singleton; 7. Balde; 8. Boinet; 9. Terras; 10. Long; 11 Cooley. Completed nine laps, Chambers. Completed eight laps, Rastel. Completed two laps, Soulas. Fastest lap, Aldana, 1m 15.8s, 92.95 mph.

Race 5: 1. Sheene, 12m 39.1s, 92.82 mph; 2. Hartog; 3. Crosby; 4. Hansford; 5. Marshall; 6. Parrish; 7. Sayle; 8. van Dulmen; 9. Grant; 10. Potter; 11. Haslam; 12. George; 13. Coulon; 14. Ireland. Record lap, Sheene, 1m 14.7s, 94.32 mph. Old record Sheene, 1m 15.1s, 93.82 mph.

Race 6: 1. Estrosi, 12m 54.5s, 90.97 mph; 2. Fau; 3. Rossi; 4. Balde; 5. Pelletier; 6. Lucchinelli; 7. Terras; 8. Uncini; 9. Pietri; 10. Rastel; 11. Soulas. Completed five laps, Boinet. Completed one lap, Rolando. Fastest lap, Rossi, 1m 15.8s, 92.95 mph.

Race 7: 1. Mamola, 12m 38.2s, 92.93 mph; 2. Hartog; 3. Hansford; 4. Roberts; 5. Sayle? 6. van Dulmen; 7. Aldana; 8. Ireland; 9. Singleton; 10. Coulon; 11. Long; 12. Cooley. Completed nine laps, Chambers. Completed four laps, Crosby. Fastest laps, Roberts, Hartog, Mamola, 1m 14.9s, 94.07 mph.

Race 8: 1. Sheene, 12m 54.5s, 90.97 mph; 2. Parrish; 3. Marshall; 4. Haslam; 5. Grant; 6. Pelletier; 7. Potter; 8. George; 9. Lucchinelli; 10. Rossi; 11. Pietri. completed six laps, Uncini, Rolando. Fastest lap, Parrish, 1m 15.7s, 93.08 mph.

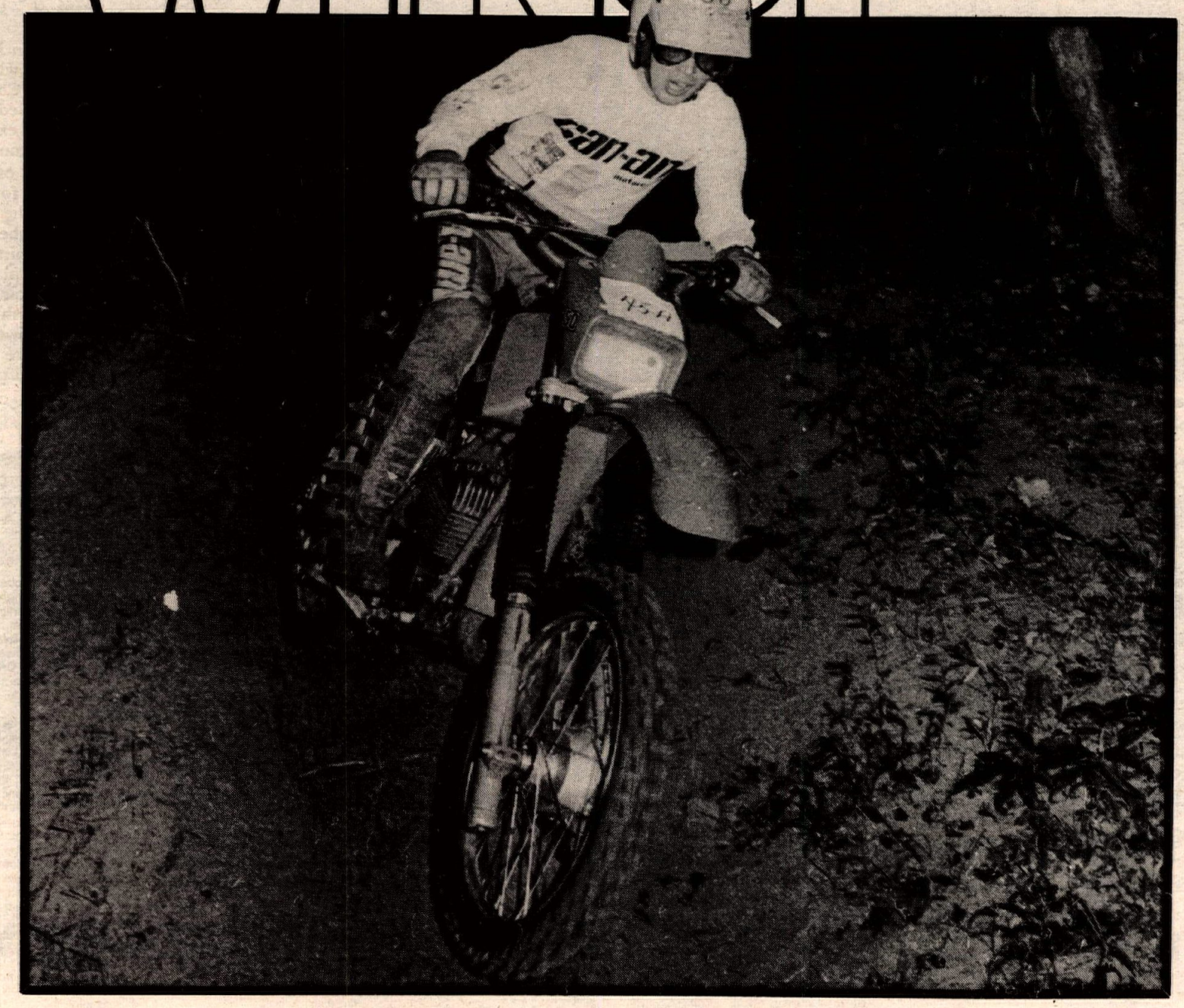
Race 9: 1. Hartog, 12m 47.5s, 91.80 mph; 2. Hanford; 3. Sayle; 4. van Dulmen; 5. Fau; 6. Coulon; 7. Estrosi; 8. Balde; 9. Ireland; 10. Terras; 11. Soulas; 12. Raste. Completed one lap, Boinet. Fastest lap, Hartog, 1m 15.3s, 93.57 m ph.

Race 10: 1. Sheene, 12m 48.7s, 91.66 mph; 2. Mamola; 3. Roberts; 4. Marshall; 5. Parrish; 6. Potter; 7. George; 8. Haslam; 9. Singleton; 10. Long; 11. Cooley; 12. Chambers; 13. Grant; 14. Aldana. Fastest lap, Mamola, 1m 14.8s, 94.20 mph.

Final scores: 1. GB, 381 pts; 2. Rest of the World, 345; 3. USA, 311; 4. France, 249; 5. Italy, 229.

AGV World Team Cup scores after two rounds: 1. France, 150; 2. GB, 140; 3. Rest of the World, 130; 4. Italy and USA, 120. Final round, Imola, October 7.

CAN-AM* WINS.



JOHN MARTIN OVERALL WINNER
4TH ANNUAL INDIAN RIVER NATIONAL ENDURO
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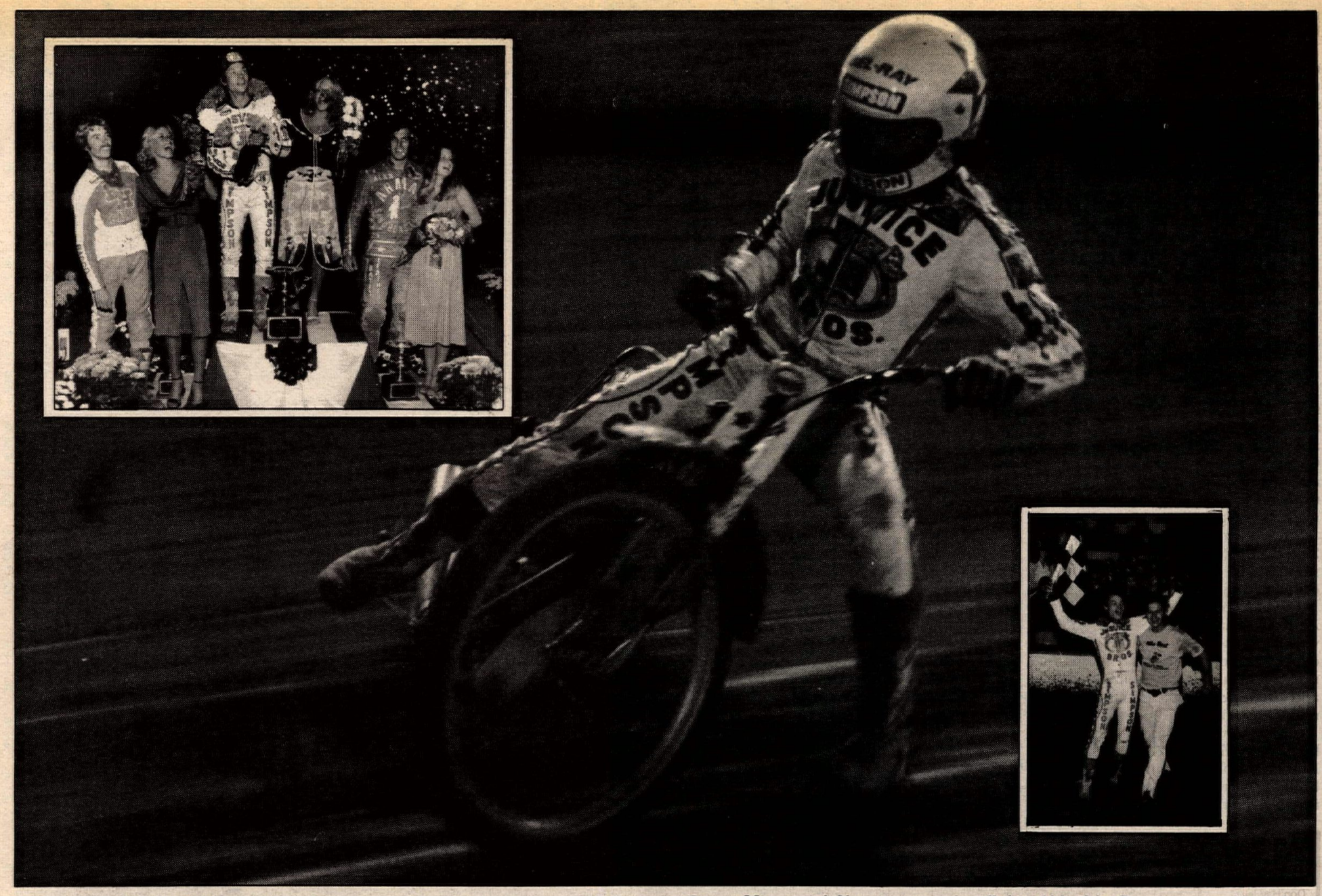
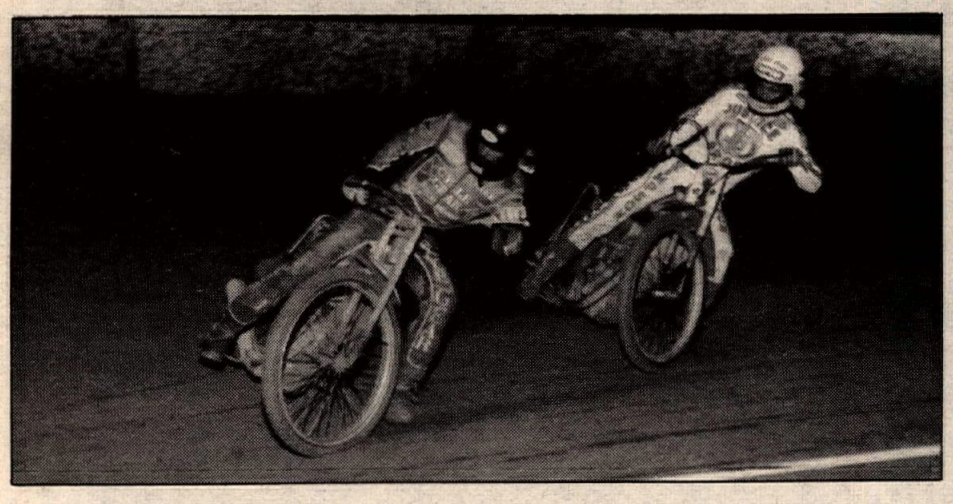
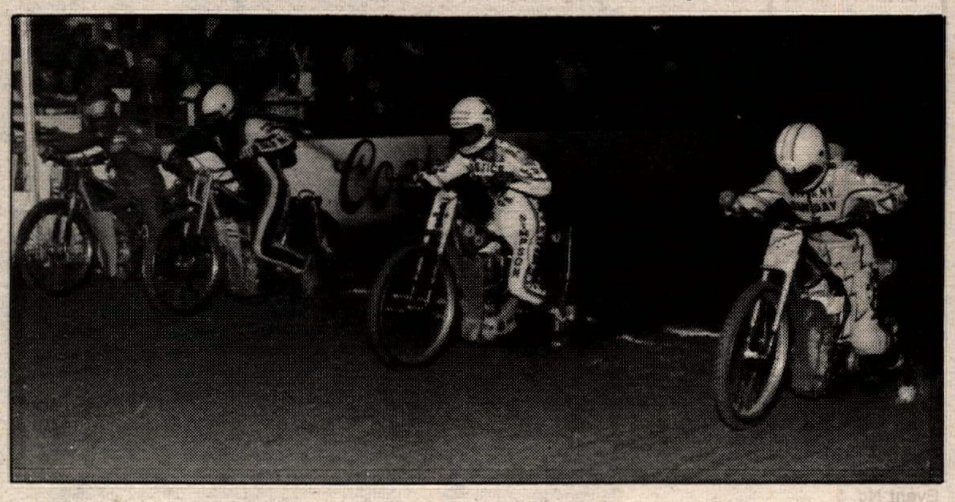


(Above) U.S. National Champ Mike Bast was perfection in the purest form on the Costa Mesa oval. Not one to make slight of his title, Bast appeared happier than ever to retain his title for the seventh time. (Below) Bast had to get by Mike Faria in one race and Gene Woods in another to earn his perfect score.





U.S. National Speedway Championship

Perfect score gives Bast his seventh title

By Dennis Greene

COSTA MESA, CA, OCT. 6

Way back in 1968, when speedway was reborn in the U.S.A., there was no U.S. National Championship. We did have a final event of the season called the California State Championship. It went to Sonny Nutter.

The first official U.S. National speedway championship was run in 1969, with Steve Bast the victor. John Carter was second and Rick Woods third. The second year saw Woods, The Huntington Beach Rocket, outscore Steve Bast for the title. That year we first became aware of another Bast, the younger brother Mike. He took third place and was the talk of the night. Well, the talk has never stopped since then. He won the national title for the first time the next year in 1971. Rick Woods got it back in 1972 and Mike took it back from Rick in 1973. 1974 saw Steve Bast win it for the second time. That would be the last time anyone's name would show up in the number one spot other than the current champ, Mike Bast. He won in 1975, '76, '77, '78 and this past Saturday night, at the Orange County Fairgrounds in Costa Mesa. In front of a sellout crowd of nearly 10,000, Mike Bast won the title for the fifth straight year and for the seventh time out of the 11 times it has been raced for.

What do you have to do to win the title? It's easy! There are only 15 other guys out there besides you. Each will get to ride five times. There are only four men in a race and they only run four laps, with the winner of each race getting three points, the second place man getting two points, third place

gets one point and the guy who finishes last gets zero points. The fact that the 16 riders are the very best in the country and every one of them can run the four laps in less than a minute should not make it hard to become number one. I am sure there are many grandstand racers who have thought that way, but it just ain't so.

If, like Mike Bast, you could win each of your five events, you could earn a perfect score of 15 points. That is just what The Champ did.

Alan Christian, this year's track hero, was the guy who most said would dethrone The Champ. As it turned out, Alan got dethroned in turn one of the first lap of his first event when he got too much traction and went down. He could have lost three big points right then and there, but because Brad Oxley got off on the front straightaway, the race was stopped and in the restart Alan took the lead and went on to win his first race. Brad Oxley was hurt when he hit the wall and did go to the hospital, but not until he rode three more times that night — a real will to win.

There were highlights in all of the 20 events, like 17-year-old Tony Briggs winning his first two events and he came in seventh overall for the night.

In the second round, Mike Bast and Alan Christian met head-on and the victory went to Bast. Christian lost only once more that night, in his final ride. John Sandona beat him that time and Alan totaled 13 points for the night, earning second place overall.

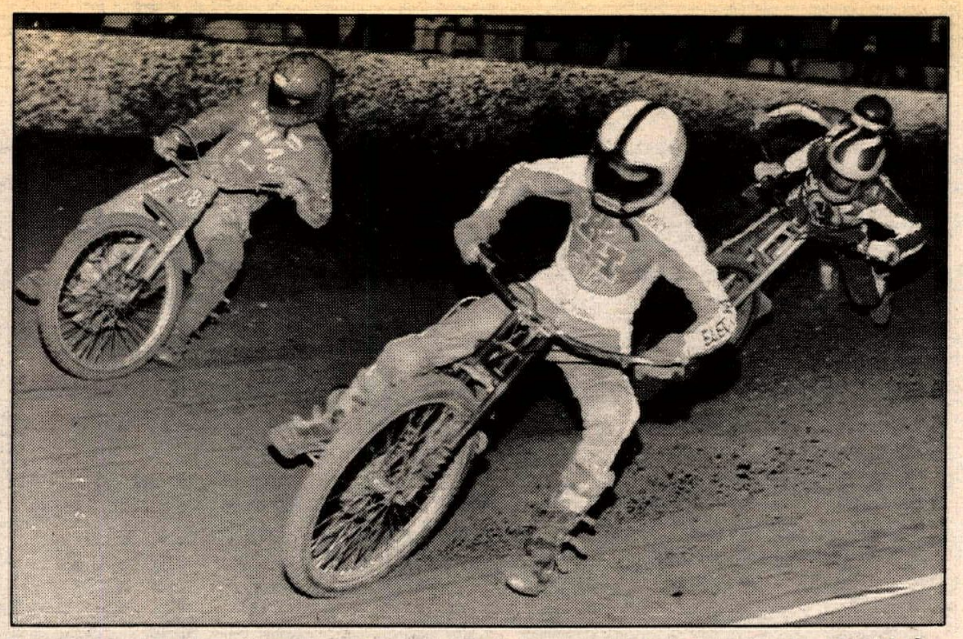
Third spot of the night is one of the biggest stories of the year. Larry Kosta, making a comeback from a broken back, and racing in his very first National, earned third place with a total of 12 points and he did it on a motorcycle that was built from the ground up as a high school motorcycle class project. His teacher, Jacob Bagnell of Santana High, is also his pit man, friend and the driving spirit behind Larry. There was tie for fourth with nine points between Gene Woods and John Sandona. John did win two of his five events, so he got fourth and Woods got fifth. Mike Faria earned sixth place with eight points.

Four riders all earned seven points and based on Tony Briggs' wins, he got seventh. Shawn Moran took eighth, Dave Sims ninth and Duane Yarrow 10th. John Cook took the tie over Dan McNeill at six points for 11th and 12th. A three-way tie with four points occured between Mark Marriott, Brad Oxley, Denny Pyeatt and low man on the totem pole was Leni Faas with just two points. Leni had one of those nights where nothing went right and his poor score is not a true reflection of his talent. Next year, look to see him in the top five.

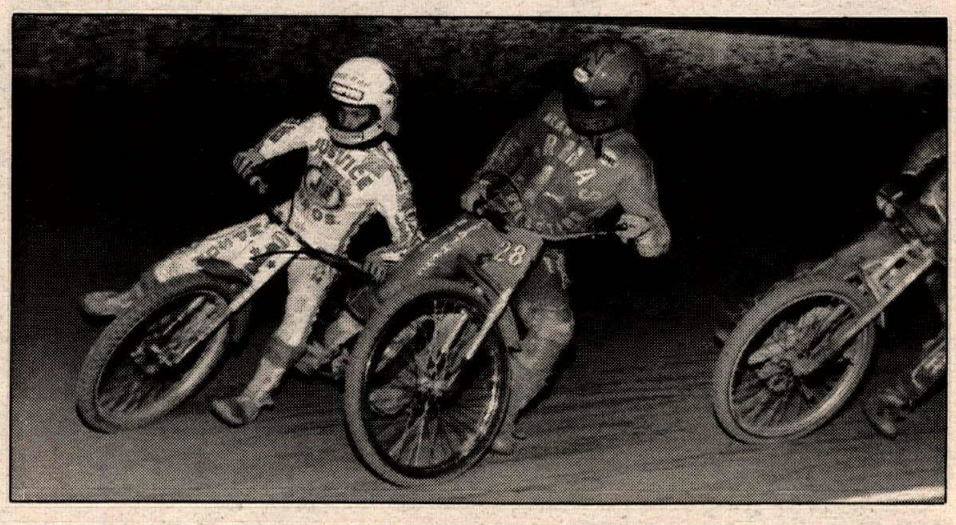
The final word for the year on Mike Bast is yet to be written, with the long track title at Ascot still up for grabs. There will be two events: Friday, Oct. 26 and then on Nov. 2. Just some of the glory for Mike this year included the American title earned on the East Coast, the California State title earned at San Bernardino and the U.S. National Championship at Costa Mesa. Way to go, Champ!

Results

1. Mike Bast (15); 2. Alan Christian (13); 3. Larry Kosta (12); 4. John Sandona (9); 5. Gene Woods (9); 6. Mike Faria (8); 7. Tony Briggs (7); 8. Shawn Moran (7); 9. Dave Sims (7); 10. Duane Yarrow (7); 11. John Cook (6); 12. Dan McNeill (6); 13. Mark Marriott (4); 14. Brad Oxley (4); 15. Denny Pyeatt (4); 16. Leni Faas (2).



(Above) Larry Kosta, riding his first National event, took a well earned third. (Below) Alan Christian, second overall, took his first trip to victory circle.



1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
Steve Bast	Rick Woods	Mike Bast	Rick Woods	Mike Bast	Steve Bast	Mike Bast	Mike Bast	Mike Bast	Mike Bast	Mike Bast
John Carter	Steve Bast	Mike Konle	Scott Autrey	Mike Curoso	Jeff Sexton	Dubb Ferrell	Larry Shaw	Bruce Penhall	Gene Woods	Alan Christian
Rick Woods	Mike Bast	Larry Shaw	Mike Bast	Larry Shaw	Mike Bast	Steve Nutter	Bruce Penhall	Steve Bast	Bob Schwartz	Larry Kosta
Don Hawley	John Fishburn	Dave Gifford	Steve Bast	Steve Bast	Rick Woods	Larry Shaw	Bob Schwartz	Alan Christian	Alan Christian	John Sandona
Sonny Nutter	Larry Shaw	Scott Autrey	Dan Becker	Sonny Nutter	Larry Shaw	Alan Christian	Alan Christian	Mike Faria	Tom Morley	Gene Woods
Stu Morley	Bill Cody	Sonny Nutter	Ed Williams	Dubb Ferrell	Sonny Nutter	Bill Cody	Jeff Sexton	Larry Shaw	Dave Sims	Mike Faria
HANDICAP MAIN	Larry Heinselman	Steve Bast	Sonny Nutter	Rick Woods	Bill Cody	Steve Bast	Rick Woods	Kelly Moran	Brad Oxley	Tony Briggs
Jim Gresham	Dennis Gildehaus	Bill Cody	Bill Cody	Don Cullum	Dubb Ferrell	Bruce Penhall	Steve Nutter	Ron Preston	Dennis Sigalos	Shawn Moran
John Fishburn	Scott Autrey	Les Chankey	Don Cullum	Guy Waterson	Larry Moon	Rick Woods	Dubb Ferrell	Bob Schwartz	Dan Becker	Dave Sims
Don Hawley	Jim Nicholson	Ed Williams	Les Chankey	Bill Cody	Steve Nutter	Jim Fishback	Scott Sivadge	Dennis Sigalos	Ron Preston	Duane Yarrow
Jim Anderson	Jim Gresham	Rick Woods	Larry Shaw	Steve Gresham	Stan Beck	Sonny Nutter	Jim Fishback	Steve Coloumbo	Shawn Moran	John Cook
Larry Heinselman	Harlan Bast	John Fishburn	Mike Curoso	Mike Konle	Mike Konle	Rich MacMurray	Bill Cody	Mike Muntean	Sonny Nutter	Dan McNeill
Stu Morley	Stu Morley	Dennis Gildehaus	Jim Gresham	Sumner McKnight	Scott Sivadge	Mark Cherry	Ron Preston	Scott Sivadge	Louis Lindwall	Mark Marriott
	Mike Konle	Mike Clancey	Sumner McKnight	Rich MacMurray	Mike Curoso	Jeff Sexton	Sonny Nutter	Dave Sims	Tom Ferris	Brad Oxley
	Bruce Haserot	Bruce Haserot	Mike Konle	Dan Becker	Bill Gray	Scott Sivadge	Mark Cherry	Mark Cherry	Mark Cherry	Denny Pyeatt
	Don Cullum	Joe Fitzpatrick	Ron Taylor	Scott Sivadge	Ed Williams	Bob Schwartz	Randy Marsh	Jim Fishback	Dan McNeill	Leni Faas

NATIONAL SPEEDWAY CHAMPIONSHIP

SCORING: First Place 3 points, Second Place 2 points, Third Place 1 point, Fourth Place 0 points.

Event No. 1

Rider	Score
13 - LARRY KOSTA	3
155 - MARK MARRIOTT	0
139 - SHAWN MORAN	2
24 - LENI FAAS	1

Event No. 2

Rider	Score
3 - GENE WOODS	2
1 - MIKE BAST	3
161 - DAN McNEILL	1
5n - DUANE YARROW	0

Event No. 3

Rider	Score
35 - TONY BRIGGS	3
1n - MIKE FARIA	2
222 - JOHN SANDONA	1
6n - DENNY PYEATT	0

Event No. 4

Rider	Score
28 - ALAN CHRISTIAN	3
145 - BRAD OXLEY	2
94 - JOHN COOK	0
4 - DAVE SIMS	1

Event No. 5

Rider	Score
4 - DAVE SIMS	3
13 - LARRY KOSTA	2
3 - GENE WOODS	1
222 - JOHN SANDONA	0

Event No. 6

Rider	Score
145 - BRAD OXLEY	0
35 - TONY BRIGGS	3
155 - MARK MARRIOTT	1
161 - DAN McNEILL	2

Event No. 7

Rider	Score
1n - MIKE FARIA	1
28 - ALAN CHRISTIAN	2
1 - MIKE BAST	3
139 - SHAWN MORAN	0

Event No. 8

Rider	Score
24 - LENI FAAS	1
5n - DUANE YARROW	3
6n - DENNY PYEATT	0
94 - JOHN COOK	2

Event No. 9

Rider	Score
161 - DAN McNEILL	2
94 - JOHN COOK	0
13 - LARRY KOSTA	3
1n - MIKE FARIA	1

Event No. 10

Rider	Score
6n - DENNY PYEATT	1
3 - GENE WOODS	2
28 - ALAN CHRISTIAN	3
155 - MARK MARRIOTT	0

Event No. 11

Rider	Score
5n - DUANE YARROW	2
222 - JOHN SANDONA	3
139 - SHAWN MORAN	0
145 - BRAD OXLEY	1

Event No. 12

Rider	Score
4 - DAVE SIMS	2
24 - LENI FAAS	0
35 - TONY BRIGGS	1
1 - MIKE BAST	3

Event No. 13

Rider	Score
13 - LARRY KOSTA	2
5n - DUANE YARROW	1
28 - ALAN CHRISTIAN	3
35 - TONY BRIGGS	0

Event No. 14

Rider	Score
222 - JOHN SANDONA	2
155 - MARK MARRIOTT	0
1 - MIKE BAST	3
94 - JOHN COOK	1

Event No. 15

Rider	Score
139 - SHAWN MORAN	3
6n - DENNY PYEATT	2
4 - DAVE SIMS	1
161 - DAN McNEILL	0

Event No. 16

Rider	Score
3 - GENE WOODS	3
145 - BRAD OXLEY	1
1n - MIKE FARIA	2
24 - LENI FAAS	0

Event No. 17

Rider	Score
1 - MIKE BAST	3
6n - DENNY PYEATT	1
145 - BRAD OXLEY	0
13 - LARRY KOSTA	2

Event No. 18

Rider	Score
155 - MARK MARRIOTT	3
4 - DAVE SIMS	0
5n - DUANE YARROW	1
1n - MIKE FARIA	2

Event No. 19

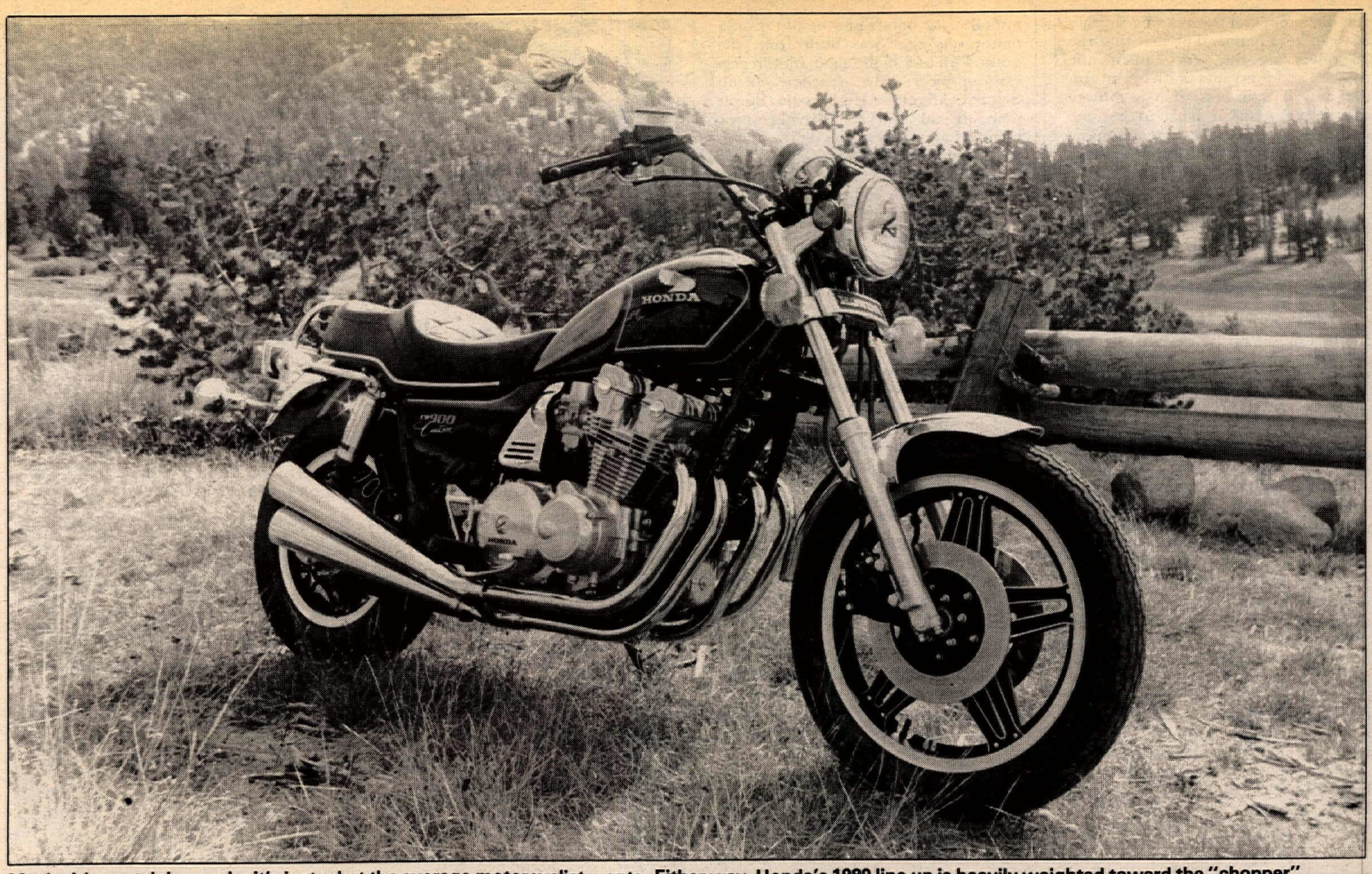
Rider	Score
94 - JOHN COOK	3
139 - SHAWN MORAN	2
35 - TONY BRIGGS	0
3 - GENE WOODS	1

Event No. 20

Rider	Score
222 - JOHN SANDONA	3
161 - DAN McNEILL	1
24 - LENI FAAS	0
28 - ALAN CHRISTIAN	2

SCORED POINTS

Rider	Ride 1	2	3	4	5	Total
1 - MIKE BAST	3	3	3	3	3	15
1n - MIKE FARIA	2	1	1	2	2	8
3 - GENE WOODS	2	1	2	3	1	9
4 - DAVE SIMS	1	3	2	1	0	7
5n - DUANE YARROW	0	3	2	1	1	7
6n - DENNY PYEATT	0	0	1	2	1	4
13 - LARRY KOSTA	3	2	3	2	2	12
21n - CHARLIE MORSE R	0		0			0
24 - LENI FAAS	1	1	0	0	0	2
28 - ALAN CHRISTIAN	3	2	3	3	2	13
35 - TONY BRIGGS	3	3	1	0	0	7
36n - TOM FERRIS R						
94 - JOHN COOK	0	2	0	1	3	6
139 - SHAWN MORAN	2	0	0	3	2	7
145 - BRAD OXLEY	2	0	1	1	-	4
155 - MARK MARRIOTT	0	1	0	0	3	4
161 - DAN McNEILL	1	2	2	0	1	6
222 - JOHN SANDONA	1	0	3	2	3	9



Maybe it's nostalgia, maybe it's just what the average motorcyclist wants. Either way, Honda's 1980 line-up is heavily weighted toward the "chopper" look. This one's a surprisingly good bike, though.

Presstime quickie

Sampling civilized macho on Honda's CB900C

By Charles Morey

RENO, NV, OCT. 2-3

Members of the motorcycling enthusiast press witnessed the introduction of Honda Motor Company's 1980 line-up in Reno, first enjoying a presentation in the opulent MGM Grand Hotel, then taking a 100-mile cruise through Nevada's beautiful countryside. We saw the entire model line, dirt bikes included, although only street bikes were ridden. As you'll see from the photos and technical diagrams, the CR/motocross machines have received some welcome changes in the form of center port cylinders, new rear shocks and (finally) FIM-legal number plates.

But the real forte in the line-up from Honda's standpoint — the models that will sell best — are the chopper-styled street machines. Customs, Honda calls them.

While many longtime motorcycle enthusiasts, particularly press people and most particularly competition-oriented press people, find the Customs bordering on repulsive, Honda's viewpoint is otherwise. Honda knows how to sell motorcycles. They analyze the market, then build specific models to suit their findings. Hence, the Customs. Approximately a half million motorcycle enthusiasts purchase the papers and magazines we print. But there are approximately 7.3 million motorcycles in the U.S. today. Who rides 'em? Honda knows, and they're building bikes to suit.

Their CB900C is a perfect example.

Editors were divided into groups of four with a Honda-employed "chaperone" in each group, and aimed out onto a course that wound through the Nevada hills, alongside Lake Tahoe, through Virginia City and eventually back to Reno. We swapped bikes at irregular intervals, and most of us got to ride the CB900C.

What follows is a brief impression, a subjective recollection of a half hour spent riding the bike. It's not a test. A good test will appear in one of the monthlies. This is what one of the competition-oriented editors felt about his brief encounter with the CB900C street machine from Honda.

Consider the specifications. The motor is a 901cc DOHC, air-cooled transverse four with four valves per cylinder. The basic transmission is a five-speed, but Honda has added a "two-speed rear end," in truck driver terminology, to give the CB900C 10 speeds total. High range is used for freeway and touring; low range is great for blasting around town. They've designed it so that the bike must be stopped to change ratios, unfortunately.

The final drive is accomplished by shaft rather than chain. Great for low maintenance.

The machine is virtually air-suspended, with air-assisted forks and shocks.

The first impression came as a pleasant surprise. Many of the "production choppers" aren't comfortable. The pullback bars and step seats seem to have been bolted on as an afterthought, and they just don't fit the human form. Not so with the Honda. The bars, while pulled back, are wide and they have been matched with the touring-style seat to put the rider in a slightly forward-leaning position, a perfectly comfortable, "normal" seating position.

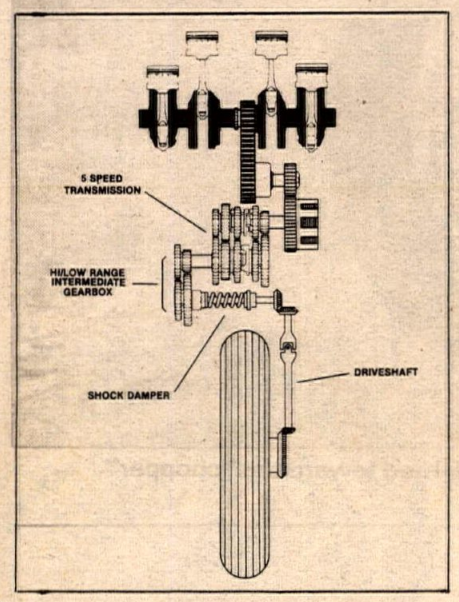
People will argue that the "bun bucket" shape of the seat forces the rider to stay in one position on long rides and that a standard seat allows him to shift positions for comfort. On the other hand, manufacturers of the bucket seats continue to find customers. It was very plush for the time we spent in the saddle.

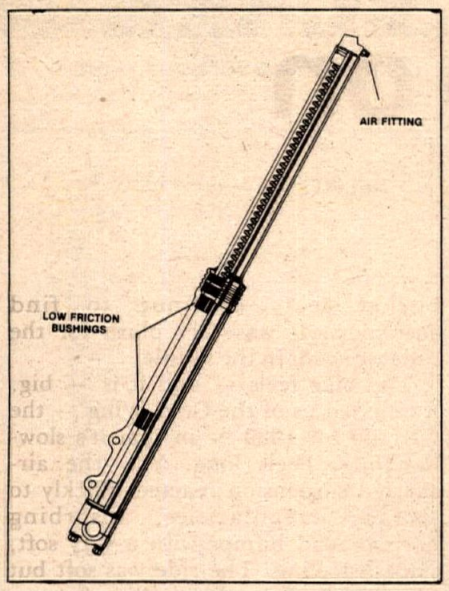
The bike feels — and it is — big. Reminded us of the Gold Wing — the GL1100 for 1980 — in that it's slow-handling. Feels long. Yet, the air-assisted suspension reacted quickly to surface irregularities, absorbing normal road bumps with a very soft, smooth feeling. The ride was soft but not mushy. The only handling flaw we discovered was a slight undulation in high speed sweepers in the 80-90 mph range, particularly noticeable when accompanied by an off-to-WFO throttle snap, due to driveshaft torque reaction.

Power is smooth and torquey. In comparison, when we switched to a CBX, we stalled the six-cylinder motor before recognizing the need to rev it up coming from a standing start. The CB900C would chug; the CBX doesn't.

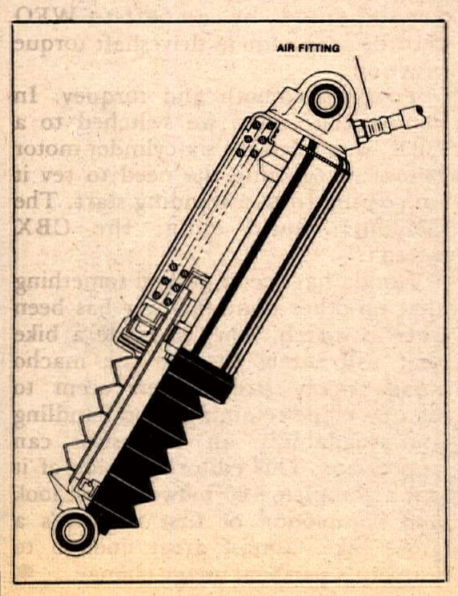
Honda has accomplished something that no other manufacturer has been able to match. They've made a bike that will surely fit into the macho image many street riders seem to require while retaining good handling and roadability an enthusiast can appreciate. This editor's opinion of it did a complete 180 between first look and completion of first ride. It's a great bike, almost great enough to warrant a personal image change... ●

(Above) Shaft drive, air shocks, 4-into-4. (Below) Ten-speed gearbox diagram.

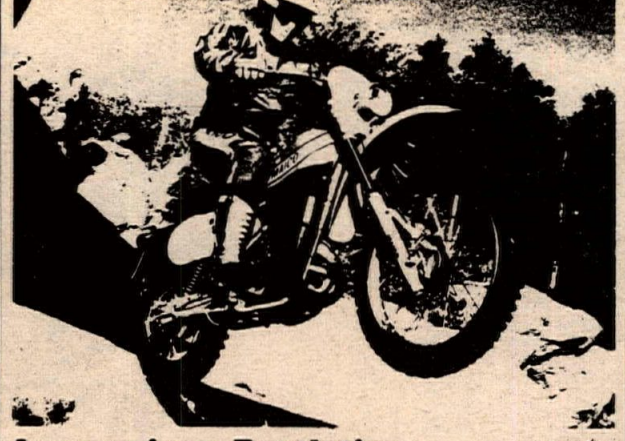




(Above) All-new air-assisted forks. (Below) Inside the air shocks.



World Class



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